

WALLINGFORD NEIGHBOURHOOD PLAN

CONSULTATION STATEMENT

For

SOUTH OXFORDSHIRE DISTRICT COUNCIL

Date: 8th March 2020

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1 Introduction

- 1.1 Wallingford was formally designated as a Neighbourhood Plan Area on 1st May 2015 under Section 61G of the Town and Country Planning Act 1990 as amended by the Localism Act with Wallingford Town Council being the qualifying body.
- 1.2 The Wallingford Neighbourhood Plan (WNP) is a community-led planning document, written by a Steering Group of local residents together with members of Wallingford Town Council. Neighbourhood Plans are part of the Government's approach, introduced in the Localism Act 2011 giving local people a greater say in the future of their community.
- 1.3 The WNP will provide a planning tool to guide the long-term future of the Town and its countryside for the period from 2019 to 2034. The Plan contains a vision for the area and sets out planning policies to achieve this. In our view, the WNP represents a strong and robust approach to the Localism agenda. Within this context it has been designed to deliver the emerging South Oxfordshire Local Plan (2011-2033).
- 1.4 The Neighbourhood Planning (General) Regulations 2012 requires that where a qualifying body submits a plan proposal to the local planning authority, it must include:
 - (a) a map or statement which identifies the area to which the proposed neighbourhood development plan relates;
 - (b) a consultation statement;
 - (c) the proposed neighbourhood development plan; and
 - (d) a statement explaining how the proposed neighbourhood development plan meets the requirements of paragraph 8 of Schedule 4B to the 1990 Act.
- 1.5 The consultation statement referred to is identified in section 15 (2) of Part 5 of the Regulations as a document which:
 - (a) contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;*
 - (b) explains how they were consulted;*
 - (c) summarises the main issues and concerns raised by the persons consulted; and*
 - (d) describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.'*
- 1.6 Map 1 shows the boundary for the Wallingford Neighbourhood Plan area, as confirmed by South Oxfordshire District Council (as Local Planning Authority) on 1 May 2015, and subsequently following absorption of Winterbrook into the Plan area. Map 1 covers the main town and surrounding land up to the adjacent parishes of Brightwell-cum-Sotwell, Cholsey and Crowmarsh Gifford.

Map 1: Boundary map of Wallingford Neighbourhood Plan boundary



2 The Process

- 2.1 Consultation is seen as a bedrock of Neighbourhood Planning, as it serves to embed local interest and reality into Plans. This principal has been accepted from the start by Wallingford. We have sought to capture the requirements and aspirations of our diverse community, and to ultimately go on to translate those into effective policies for the benefit of the town.
- 2.2 At each key point in our journey to produce the Neighbourhood Plan we have looked at how we have carried out our consultation, using four key measures, to confirm we truly reflect local needs. There four key measures for consultation were:
 - (1) Being specific about who we were consulting and why, to make sure we were talking to the right people, so that we reinforced that the Plan is locally driven;
 - (2) Have we accurately described the issues and concerns expressed by those consulted?
 - (3) Making sure there was a logical pattern to our focussed consultation so that it synchronised with key phases of development of the Plan; and
 - (4) Ensuring feedback was taken into consideration when important decisions were taken on the construction and vision of the Plan.
- 2.3 The Town Council website was used to host information about the Neighbourhood Plan as it progressed, so that it was an easily locatable source for all residents.
- 2.4 The Window for Wallingford, a free monthly community magazine distributed to 4000 homes, town centre businesses and community organisations, was routinely used to promote the progress of the Plan and to advertise each of the consultation events. This is a long-standing publication which is widely viewed as the definitive source of local information. It is particularly valued by older residents.
- 2.5 In 2016 Wallingford Town Council invited local residents to come forward and take part in the development of the Neighbourhood Plan. These volunteers joined specialist working groups and some also the overarching Steering Group, the latter tasked with coordinating all activities and maintaining direction. At key points the outputs of these volunteers required endorsement by the wider community, to ensure it remained locally specific in vision and truly reflective of our wider community.
- 2.6 To provide a baseline framework against which the Neighbourhood Plan would develop, Nexus Consultants were commissioned to provide a baseline report on Wallingford and to guide the public consultation on site assessments. Their commission expired after these tasks were delivered.
- 2.7 A number of consultation events were held where residents and businesses were invited to examine the outcomes of the work carried out by the working groups and the Steering Group, and to comment on these; feedback received was then reviewed and where appropriate incorporated into the then current Neighbourhood Plan documentation. The consultation events held are shown in Table 1. A description of the individual consultations and the impact on the emerging Wallingford Neighbourhood Plan, is provided in subsequent sections.

- 2.9 At the conclusion of each Public Consultation there was a review so that the Steering Group could read feedback and comments from event attendees and comments sent in online and by email. These comments were considered, discussed and reviewed against the proposals being consulted on. A report was produced after each Consultation.

3 Initial Consultation – March 2016

- 3.1 This event was held in the Regal Centre, Wallingford on Thursday 3 and Saturday 5 March 2016. It was marketed as drop-in event with information boards produced by Nexus Consultants on behalf of the WNP Steering Group. The event was open to all residents, businesses, stakeholders and those with a vested interest in the town, with a focus on providing an opportunity to find out what the Neighbourhood Plan and the opportunities it presented were. Attendees were invited to comment on the Baseline Report produced by Nexus Consultants and to suggest ideas for the Plan. This was also used as a call to interested persons to join a number of working groups that were to be established to look at focussed areas of the built environment and the areas such as employment that they served. Figure 1 shows a marketing flyer/poster displayed in noticeboards around the town to promote the event to local people and businesses.
- 3.2 The Town Council also advertised the events on Wallingford Piper, Facebook and on A-frame boards outside of the Council offices, prior to and during the event. Flyers were also distributed. The events were held on Thursday 3 March 10am-4pm and 6pm-8pm, and on Saturday 5 March 2pm-5pm to enable people living in Wallingford and who work outside the town to be able to take part.

Figure 1: Flyer for the 2016 Wallingford Neighbourhood Plan consultation



- 3.3 The events included:
- A presentation introducing the Neighbourhood Plan process to residents and stakeholders
 - Printed copies of the Wallingford Neighbourhood Plan Baseline Report
 - Consultation boards outlining the Wallingford Neighbourhood Plan boundary, details about the process and potential themes for the plan
- 3.4 This information, with support from councillors and consultants, provided residents and stakeholders with the tools needed to share their thoughts on the direction of the Wallingford Neighbourhood Plan and ultimately to shape the future of the town. Residents and stakeholders were able to feedback via comment forms and Post-it notes. Residents were invited to stick Post-it notes onto the consultation boards with their ideas for the plan, as well as any general thoughts/priorities for Wallingford.
- 3.5 The attendees wrote extensively on a wide number of issues, with children drawing pictures depicting their vision for the future of the town. Attendees were also given the opportunity to register for the Working Groups and to leave their details to be kept informed about any news relating to the neighbourhood plan.
- 3.6 During the event a total of 452 comments were made by residents. 111 residents registered their interest in staying up to date with the Neighbourhood Plan process via email, with many also confirming their interest in taking part in one of the working groups. Table 2 outlines the spread of comments which have been categorised into a number of emerging themes that helped form working groups and the shape and focus of the Neighbourhood Plan.

Table 2: Emerging Themes

Theme	Number of related comments
Leisure	78
Retail	61
Parking	48
Transport	53
Cycling and Walking	38
Housing	51
Development	5
Design and Character	13
Sustainability	19
Environment	29
Health	17
Education	15
Other	25

4 Non-Retail Business Consultation – 11 May 2016

4.1 This event on 11 May 2016 was organised by Wallingford Town Council with representatives from the Hithercroft Business Park. The purpose was to explain the Neighbourhood Plan process and encourage people to join one of the working groups so that business in Wallingford could be represented.

4.2 A number of employers put themselves forward for consideration as part of the Economy and Employment Neighbourhood Plan working group.

4.3 Themes which emerged from this consultation and which shaped the subsequent development of the Plan where appropriate were:

- Local recruitment
- Develop effective movement and transport
- Affordable housing for employees
- Wallingford is well placed between two key business hubs (Reading and Oxford)
- Develop the retail offer in Wallingford – employees want a vibrant town – enhance the environment and street scene – cafes etc
- Make better use of the railway
- Make Wallingford more attractive – use history and tourism and develop annual events – make Wallingford appealing to employers and traders
- Support the use of vacant properties, offices as well as shops
- Market all businesses in publications
- Develop business to business support and networking
- Corporate marketing at existing local events
- Develop social media sites for local business
- Business information and talks in the local area
- Gather data and economic information
- Attract a variety of businesses

5 Fir Tree School Consultation – 19 Sept 2016

- 5.1 The outcome was truly wonderful with the school producing an entire bound book gathering together the illustrations done by the children showing what they would like. Very visual and wonderful illustrations for the Plan. This book was digitised by the Council and saved as evidence. The book was then returned to Fir Tree.
- 5.2 A strong theme was a shortage of youth facilities in the town, along with the need to safeguard our open spaces and our heritage – the young people of Wallingford are acutely aware of the unique nature of the town.
- 5.3 There was a further awareness of the need to support a healthy market place economy.

6 Vision and Objectives Consultation January/February 2017

- 6.1 On 21 January 2017 a drop-in style public consultation event was held in the Regal Centre, Wallingford, on the proposed vision, objectives and policy ideas for the emerging Wallingford Neighbourhood Plan (WNP). The event was open to all Wallingford residents, businesses and stakeholders. Attendees were invited to complete a questionnaire.
- 6.2 A set of information boards were on display, outlining progress to date, the overall vision for the plan and the vision, objectives and policy ideas for the following themes, which have been developed by volunteer Working Group members:
- Housing and Development
 - Economy and Employment
 - Education, Health and Environment
 - Leisure, Town Centre and Amenities
 - Transport
- 6.3 90 questionnaires were completed, most at the event but some were shared after or completed online. A summary of the number of responses received against questions set are set out in Table 3 below.

Table 3: Vision and Objectives consultation - question responses

Consultation Question	Responses
Q1. Do you have any comments on the proposed vision statement?	38
Q2. Do you have any comments on the proposed vision, objectives and policy ideas for Housing and Development?	51
Q3. Do you have any comments on the proposed vision, objectives and policy ideas for Transport?	48
Q4. Do you have any comments on the proposed vision, objectives and policy ideas for Economy and Employment?	26
Q5. Do you have any comments on the proposed vision, objectives and policy ideas for Town Centre, Leisure and Amenities?	61
Q6. Comments on the proposed vision, objectives and policy ideas for Education, Health and Environment.	73
Q7. Do you think there is anything is missing from the draft plan or are there any issues that should be explored further?	12
Q8. How can the Town Centre's role as the focal point of Wallingford be improved?	40
Q9. Which health services do you think will be most important for Wallingford by 2032?	83
Q10. Which green and / or recreational spaces and facilities do you see as most important in Wallingford?	136
Q11. Do you think Wallingford would benefit from increased town centre or rural hotel provision?	24
Q12. How can car parking issues in Wallingford be addressed?	53
Q13. How could local people be encouraged to use public transport, walk and cycle as an alternative to cars?	53

- 6.4 The consultation exercise showed that the issues addressed by the emerging Neighbourhood Plan were broadly representative of local opinion. Questions one to seven, which addressed the content of the emerging Plan, generally garnered positive responses to the proposals.
- 6.5 Throughout the responses, particularly from question eight onwards, local residents raised a number of “wants”. The preparation of the emerging Neighbourhood Plan took note of these, considering which issues could appropriately be addressed in the emerging Plan and which were outside its scope (such as those requiring allocation of resources). There was potential for Wallingford Town Council to consider some of these issues outside of the emerging Plan in the preparation of any future ancillary strategies.

7 Wallingford School Pupils – March 2017

- 7.1 The Neighbourhood Plan Project Manager and a consultant held a consultation with 14 AS and A-level geography students from Wallingford School. The students were invited to answer a set of questions and to carry out a mini site allocation task.
- 7.2 There were two parts to the consultation. Part 1 - the students were split into groups of twos and threes and were asked to answer the following questions:
 - A. What do you like about Wallingford?
 - B. What do you not like about Wallingford?
 - C. What would you do to improve the town?
- 7.3 Part 2 was working in the same groups (five groups in total) the students were asked to carry out a mini site assessment. They were then asked to annotate a Wallingford map to show where they would allocate sites for 500 new homes. The allocation could be divided however the students liked but they had to explain the reasoning behind the allocation.
- 7.4 Part 1 of the consultation exercise demonstrated that the students liked the history of Wallingford, the sense of community in the town and the retail offering; they did not like the lack of things for young people to do in Wallingford, especially in winter. Part 2 of the exercise demonstrated the student's desire to see development spread across the town in order to reduce the negative impacts of development. Three of the groups choose to split the allocation into small allocation with 250 units being the most popular allocation. With regards to employment all five groups allocated Site D. This is due to the site's location, proximity to existing employment land and potential for access via the railway line.

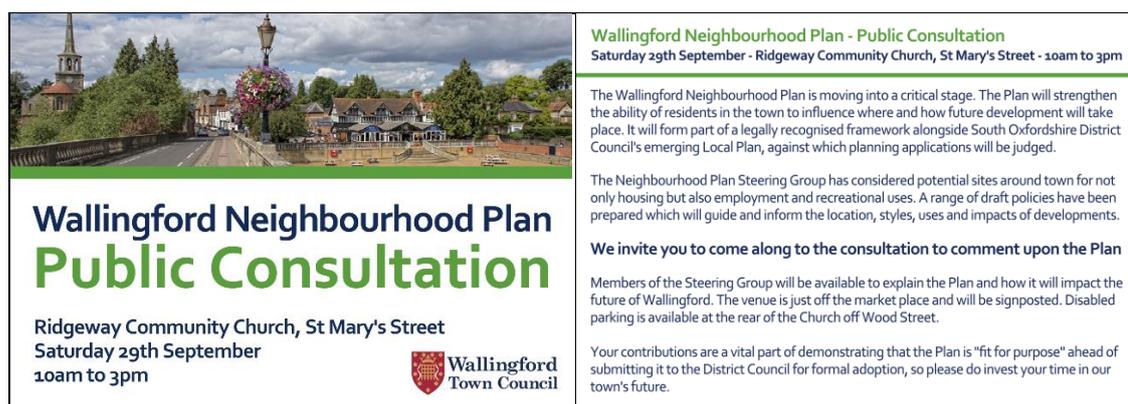
8 Site Assessment Consultation – 8 July 2017

- 8.1 On 8 July 2017 a drop-in style public consultation event on the proposed Site Assessments for Wallingford was held in the Regal Centre, Wallingford. The event was open to all Wallingford residents, businesses and stakeholders. Attendees were invited to discuss the Site Assessments for 14 sites with members of the WNP Steering Group and complete a questionnaire at the event or online – the deadline for online submission was 19 August 2017.
- 8.2 The event was marketed by the Town Council through its business networks and an email newsletter.
- 8.3 As well as from residents, comments were received from a number of organisations with an interest in Wallingford - Croudace, Gillings Planning, Oxfordshire County Council, GVA (Lidl), Berkeley, and Barton Wilmore. A total of 184 questionnaires were completed either at the event or online after the event, with common themes emerging such as brownfield sites should be prioritised for development, and concern over traffic impact arising from development.
- 8.4 All the responses to this Site Assessment consultation were reviewed by the group carrying out the Site Assessment Validation. Comments from the public were included in discussions and the production of the final Site Assessment document.
- 8.5 A detailed summary of the data is given in Appendix B, but common themes included:
 - Concerns over traffic impact from develop – echoed across all 3 sites A1, A2 and Ea
 - Concerns over parking, especially in the town centre
 - Concerns over the location and impact of changing school field to a car park
 - Infrastructure – provided for proposed development and need to improve current i.e. roads
 - A lot of support for swimming pool and leisure facilities / need to upgrade existing / retain existing outdoor pool
 - Support for (low cost) supermarket – Lidl consultation 20th Sept 3-7pm George Hotel
 - Brown field sites should be prioritised for development
- 8.6 One key finding from this consultation was the desire to protect both the Hithercroft Industrial Estate and Ayres Yard for employment use.
- 8.7 There was also strong support for efficiently reusing brown-field sites which has supported the development of a number of policies – not least WS4 and TC2.

9 Draft Neighbourhood Plan Consultation – Sept 2018

- 9.1 A public consultation event was held on Saturday 29 September in the Ridgeway Community Church, St Mary's Street, Wallingford. The initial timings were set for 10am to 3pm, although on the day there were so many people attending and still entering the event at 3pm that it closed at 3.20pm.
- 9.2 The main purpose of the event was to show residents the objectives and policies developed for the WNP, created by the working groups using the information received during previous public consultations. The event also showed the results of the Site Assessment process.
- 9.3 The Wallingford Town Council website was used to advertise the event, and people could read the Neighbourhood Plan on the website. The event was promoted on Wallingford Piper Facebook. Some Town Councillors, staff and several Steering Group members hand-delivered postcard flyers promoting the event and why people should take part. The majority of homes and most businesses in the town received the flyers. Steering Group members attended the Community Catch-Up event on Thursday 6 September by local SODC councillors and advised attendees of the consultation event.

Figure 2: Flyer for the 2018 Wallingford Neighbourhood Plan consultation



Wallingford Neighbourhood Plan - Public Consultation
Saturday 29th September - Ridgeway Community Church, St Mary's Street - 10am to 3pm

The Wallingford Neighbourhood Plan is moving into a critical stage. The Plan will strengthen the ability of residents in the town to influence where and how future development will take place. It will form part of a legally recognised framework alongside South Oxfordshire District Council's emerging Local Plan, against which planning applications will be judged.

The Neighbourhood Plan Steering Group has considered potential sites around town for not only housing but also employment and recreational uses. A range of draft policies have been prepared which will guide and inform the location, styles, uses and impacts of developments.

We invite you to come along to the consultation to comment upon the Plan

Members of the Steering Group will be available to explain the Plan and how it will impact the future of Wallingford. The venue is just off the market place and will be signposted. Disabled parking is available at the rear of the Church off Wood Street.

Your contributions are a vital part of demonstrating that the Plan is "fit for purpose" ahead of submitting it to the District Council for formal adoption, so please do invest your time in our town's future.

**Wallingford Neighbourhood Plan
Public Consultation**

Ridgeway Community Church, St Mary's Street
Saturday 29th September
10am to 3pm

 Wallingford
Town Council

- 9.4 Schools in Wallingford and Crowmarsh Gifford were approached and asked to publicise the event to parents, pupils and staff including through the weekly email to parents issued by Wallingford primary schools. A significant number of Wallingford residents work on the Harwell/UKRI sites and the location was visited, and arrangements made for leaflets to be left in all rest rooms on the site.
- 9.5 Information about the event was communicated through local e-bulletins and e-newsletters: Wild Oxfordshire, CPRE Oxfordshire, Sustainable Wallingford.
- 9.6 Information about the event was posted on Wallingford Local Producers Market Facebook and Wallingford Piper Facebook pages. Tweeted by Steering Group member and retweeted by Wallingford Town Council and Sustainable Wallingford.
- 9.7 Twenty copies of the draft Neighbourhood Plan were produced. These detailed the key parts of all the proposed objectives and policies and were used by attendees at the

event on 29 September. People could also take them away and study in more depth. Copies were also available at the Town Council offices.

- 9.8 A series of four display boards were set up at the venue, each setting out key messages:
- Board 1 – Details about the Neighbourhood Plan, what it is and why it is important to the town;
 - Board 2 – Key themes: Homes for the Future; Green Corridors and Green Spaces; Leisure Amenities, and Vision for Town Centre and Retail;
 - Board 3 – Proposals for Housing and Employment Site Nominations; and
 - Board 4 – Timeline of the Plan’s journey and Final Stages.
- 9.9 Members of the Steering Group, the Mayor, and the Neighbourhood Plan Project Coordinator were available at the venue to talk people through the display boards and to answer questions and discuss background to objectives, policies and site nominations. A scrolling screen display of key policy themes was arranged and shown. Both hardcopy and online feedback forms were available for attendees to record their comments.
- 9.10 It is estimated that some 250 people attended the event. They represented a wide spread of local residents, ranging from primary age children and young adults to retired people.
- 9.11 After the event Consultation: A number of people contacted the Town Council, asking how they were going to be consulted if they could not get to the event. Alternative arrangements were made, and the advice given was that if such persons were made known to the Town Council, they would arrange for them to be briefed. A small number of people contacted the Council to request copies of the objectives and policy document and feedback form, which were given. Only one person asked for a face-to-face meeting and the Neighbourhood Plan Project Coordinator provided that. A copy of the objectives and policy document, and an online feedback questionnaire were made available on the Town Council website.
- 9.12 Feedback received via both hardcopy and online versions of the questionnaire were analysed. There was significant support for the proposed objectives and policies although there remained a number of negative issues to follow-up on. Table 4 below provides an overview of the level of support for the objectives and policies.

Table 4: Feedback analysis – level of support

Feedback section	% support for Objectives	% support for Policies
Strategy for Wallingford	95.12	87.18
Delivering New Homes	85.71	81.82
Protecting and Enhancing our Natural Environment	92.68	90.70
Wallingford Employment and Economy	95.00	90.00
Town Centre and Retail Life	97.37	94.87
Movement and Connectivity for Wallingford	85.37	85.37
Leisure	90.24	94.59
Healthcare Provision	89.74	94.59
Educating Wallingford	97.44	97.30

10 Draft Neighbourhood Plan (Regulation 14) Consultation August to October 2019

10.1 The first of the statutory consultations (the “Regulation 14” consultation) ran for seven weeks from 30th August 2019 to 20th October 2019. Figure 3 below shows the A4 insert included in the September edition of the Window on Wallingford – this was distributed to homes, community organisations and town centre businesses in the week commencing 27th August.

Figure 3: Flyer inserted within the August edition of the Window for Wallingford magazine advertising the Regulation consultation.



PUBLIC CONSULTATION OPENS ON FRIDAY 30th AUGUST

The Neighbourhood Plan Steering Group, made up of local volunteers and town councillors, is seeking your views on the final draft of the Wallingford Neighbourhood Plan. We have been working on this for four years and many people have already given us lots of thoughts and ideas. This is the final opportunity to share your thoughts before we submit the plan to South Oxfordshire District Council for Examination.

The Plan is for the period to up 2034 and it sets out objectives and policies against which planning applications for new housing, employment and other development will be assessed so that the impacts the proposals have on our green spaces, our historic environment and our community assets are controlled as far as possible for the benefit of residents, businesses and visitors.

South Oxfordshire District Council also require that we identify land for new homes and employment use and we are proposing to allocate site E at Winterbook for 502 homes and 3.1 Hectare of employment land off Lester Way at Hithercroft. Planning applications have already been made on both these sites.

The Wallingford Neighbourhood Plan can be downloaded from Friday 30th August at;
<https://www.wallingfordtowncouncil.gov.uk/neighbourhood-plan>

Printed copies will be available to borrow from the Town Council offices at 9 St Martin's Street, the Library on High Street, and at other locations to be announced at the website above.

Responses can be sent by email to wnplan@wallingfordtowncouncil.gov.uk or by post to WNP Consultation, Wallingford Town Council, 9 St Martin's Street, OX10 0AL

The consultation closes at midnight on Sunday 20th October 2019.

An open event, where you can talk with members of the Steering Group about the Plan before submitting your comments, will be held at the Ridgeway Community Church (21b & 22 St. Mary's Street, Wallingford OX10 0EW) from 10am to 2pm on Saturday 28th September. A further announcement will be made closer to the date.

- 10.2 A list of statutory consultees was obtained from SODC and was augmented with local community organisations. These were all emailed on 30th August with a link to the draft Plan which was available from the Town Council's website. This list of consultees is given in Appendix C.
- 10.3 A public consultation open event was held on Saturday 28th September 2019 in the Ridgeway Community Church, St Mary's Street, Wallingford from 10am to 2pm. Display boards showed the WNP key policies and objectives, with maps.
- 10.4 This consultation process (including the open event) was advertised on the Wallingford Town Council website and in the Council's newsletter, on the Wallingford Piper Facebook, in The Herald newspaper, and posters on noticeboards in the town.
- 10.5 Hard copies of the Draft Neighbourhood Plan were made available in Wallingford Library, the GP surgery and the Town Council offices for people to read. The Neighbourhood Plan could also be read on the Town Council's website. Comments were sought by email and by completion of forms for return the council (no hard copy replies were received).
- 10.6 The open event was attended by around 100 people who discussed the Plan with members of the Steering Group and then completed the feedback forms. 21 completed forms were returned.
- 10.7 A further 17 emailed responses were returned from members of the public, or from representatives of local community organisations.
- 10.8 Responses from developers, or developer representatives, were received from:
- Site A1
 - Site A2
 - Site B (Following a meeting with the Steering Group on 3rd October 2019)
 - Site D
 - Site E
 - In relation to planning application P19/S2539/FUL, re Development of industrial units on the Hithercroft Estate
 - In relation to Howbery Business Park, Crowmarsh Gifford
- 10.9 The following statutory consultees responded with feedback:
- Chilterns AONB Conservation Board
 - Historic England
 - National Grid
 - Natural England
 - Oxfordshire County Council
 - Scottish & Southern Electricity Networks
 - South Oxfordshire District Council
 - Thames Travel
 - Thames Water
 - Theatres Trust

10.10 All comments and feedback from this Consultation process were considered in detail by the Steering Group over an extended period of review and relevant amendments were made to the Neighbourhood Plan for its Regulation 15 version. The full record of comments received, and of the how the Steering Group responded by amending the Plan, is given in Appendix D of this Consultation Statement.

11 Conclusion

11.1 This Consultation Statement and the supporting consultation reports are considered to comply with Section 15(2) of part 5 of the Neighbourhood Planning Regulations 2012

Appendix A – WNP Community Engagement Strategy

CONTENTS

A.1	Introduction
A.2	Why do we need a Community Engagement Strategy?
A.3	Who is to be consulted?
A.4	Guiding our Community Engagement approach – the 'local' dimension
A.5	Guiding our Community Engagement approach – the regional approach
A.6	Guiding our Community Engagement approach – the national approach
A.7	How will we consult?

A.1 INTRODUCTION

The Wallingford Neighbourhood Plan (WNP) is a new community-led planning document, written by a Steering Group of local residents together with members of Wallingford Town Council. Neighbourhood Plans are part of the Government's approach, introduced in the Localism Act 2011 giving local people a greater say in the future of their community.

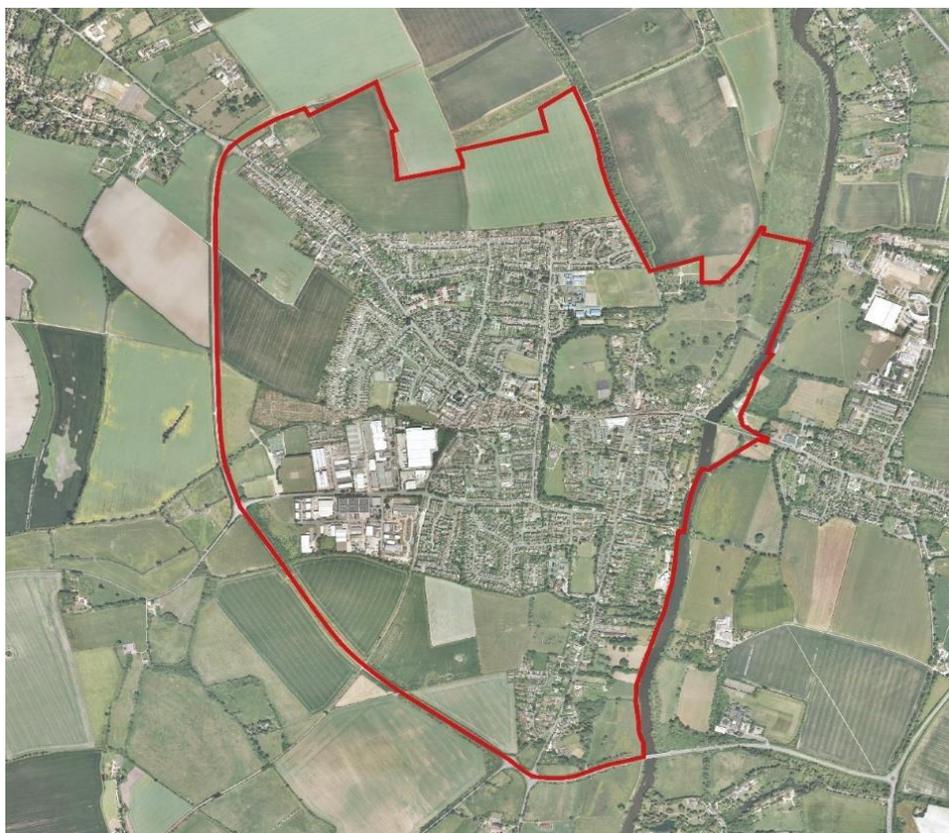
The WNP will provide a planning tool to guide the long-term future of the Town and its countryside for the period from 2019 to 2034. The Plan contains a vision for the area and sets out planning policies to achieve this. In our view, the WNP represents a strong and robust approach to the Localism agenda. Within this context it has been designed to deliver the emerging South Oxfordshire Local Plan.

The WNP contains a vision for the town and sets out objectives and planning policies to achieve this. Within this context it has been designed to sit as part of the Local Development Plan.

Wallingford was formally designated as a Neighbourhood Plan Area on 1st May 2015 under Section 61G of the Town and Country Planning Act 1990 as amended by the Localism Act with Wallingford Town Council being the qualifying body.

The Plan area is set out in Map 1 and covers the main town and surrounding land up to the adjacent parishes of Brightwell-cum-Sotwell, Cholsey and Crowmarsh Gifford.

Map 1: Boundary map of Wallingford Neighbourhood Plan boundary



Community engagement is seen as a bedrock of Neighbourhood Planning, as it serves to embed local interest and reality into Plans. This principal has been accepted from the start by Wallingford.

In this Strategy, 'Community Engagement' and 'Consultation' are used interchangeably.

A.2 Why do we need a Community Engagement Strategy?

The intent of the Localism Act is as the title implies to put planning decisions more on a local basis. Without this local focus issues important to Wallingford residents and business operators could be lost. By having an accepted ('made') Neighbourhood Plan, Wallingford's development aspirations within it become integrated into the South Oxfordshire Local Development Plan; what is important to local residents becomes part of the legal planning process.

By having a Strategy, it means we must have considered how we are going to engage with local people and what we were going to engage them on. The next step is then to consider the 'how' - how we are going to achieve engagement – and with whom and when, and who would do it.

A.3 Who is to be consulted?

Following an initial public consultation in March 2016 where the concept of Neighbourhood Planning was presented and feedback received from attendees, interested community residents came forward to participate in the Neighbourhood Plan's Steering Group and associated working groups. It was agreed that the main focus for consultation should be the residents living within the Neighbourhood Plan area, for it is they who will be impacted the most by the Plan.

There are four main aims for community engagement in the Wallingford Neighbourhood Plan, these being:

1. Setting out what individuals and organisations were consulted and when, to reinforce that the Plan is locally driven;
2. Describing the issues and concerns expressed by those consulted;
3. Synchronising key phases of development of the Plan with focussed consultation; and
4. Showing how the feedback was taken into consideration when important decisions were taken on the construction and vision of the Plan.

Within the general grouping of residents, we single out two specific sub-groups who will be significantly influenced by the Neighbourhood Plan during its lifetime, these being:

1. Young people of school age – these will grow to adulthood during the development and lifetime of the Plan, and will have to cope with consequences of the policies that are developed; and
2. Local business community – if Wallingford is not to become a 'nice' dormitory town but develop into a thriving society, it is vital there is local employment (to reduce

costs and pollution of commuting out of the town) and business services and shops to meet the needs of the local population.

A.4 Guiding our Community Engagement approach – the ‘local’ dimension

Wallingford Town Council is formally the ‘qualifying body’ for the Wallingford Neighbourhood Plan. That is, it has overall management responsibility for the Neighbourhood Plan, although not sole decision-making authority. It follows that town councillors, as representatives of the local community, should be part of the Steering Group tasked with developing and having implemented the Wallingford Neighbourhood Plan.

Remembering the ‘local’ aspect of the Localism Act it is also necessary that members of the wider local community should be part of the Steering Group, to ensure that the community is truly represented. There is a danger however that if the Steering Group remained the sole arbiter of what should be in the Neighbourhood Plan, that it could have a very narrow focus and possibly only represent the interests of a very small number of the local community.

To guard against this danger of a too narrow focus it further follows we must engage with our wider local community, for it is the future of their built environment (and all that it affects) that will be set down in the Neighbourhood Plan.

A.5 Guiding our Community Engagement approach – the regional approach

Wallingford does not exist in a vacuum. It is affected by and is in its turn affecting those areas directly on its borders – the parish councils and areas of outstanding national beauty. Landowners with landholdings within the town area and whose willingness or otherwise to make land available for development will have a major impact on the development of the Neighbourhood Plan, are a group that it is important to consult with.

Above all these different groupings of entities there is the Local Planning Authority, which for Wallingford is South Oxfordshire District Council. This Council has a legal obligation to assist in the development of Neighbourhood Plans and it is therefore important that both informal and formal use is made of their expertise. Oxfordshire County Council who have responsibilities covering transport and minerals, are another important ‘consultee’.

A.6 Guiding our Community Engagement approach – the national approach

There are a number of organisations, most have a national remit, whose interests could be affected by development proposed by the Neighbourhood Plan. These organisations are known as statutory consultees, and include:

- The Environment Agency;
- English Heritage;
- Natural England; and
- Oxfordshire County Council (also included under regional)

A.7 How will we consult?

To use construction metaphor, community engagement will be the ‘floor plan’ upon which are placed our building blocks such as policies and development site nominations. Community engagement will shape the objectives and policies that go into the Neighbourhood Plan and the development sites we nominate for housing and employment use.

We therefore will consult with various interest groups in the following order:

Interest Group	What we want to come out of the consultation
General community of Wallingford	Raise awareness of the Neighbourhood Plan and create interest in participation. We will want to know what people like and dislike in our town, and what improvements they would like to see.
Business community – both local and those external having an interest in Wallingford – including landowners and developers.	An understanding of what are the priorities of the business community and how they can be incorporated into the needs of the town.
Local schoolchildren	This is an often-forgotten group; many from it will become young adults by the time the Plan period concludes, and will therefore be significantly affected by decisions made within the Plan. We will ask: ‘ What sort of town do you want to live in? ’
General community of Wallingford (including those with business interest in the town)	From previous community engagement we will have established very loose groupings of what people and organisations want for our town, and how they see the town develop during the lifetime of the Plan. This will assist in setting the first version of our Vision and Objectives .
General community of Wallingford (including those with business interest in the town)	The Neighbourhood Plan Steering Group and working groups will have published a call for sites and together with potential development sites identified by South Oxfordshire District Council, will have carried out site assessments of those potential development sites. The purpose of this consultation will be to present the findings of those assessments and ask if people agree and how they would rate the individual sites. The aim of this consultation is to arrive at a number of potential development sites which can be nominated in the Plan to be exploited for housing and employment purposes, which are supported by the community, and which meet both the need for Wallingford expressed in the Local Development Plan and by the town’s community.

<p>General community of Wallingford (including those with business interest in the town)</p>	<p>The Steering Group and working groups will have firmed-up on the objectives of the Plan and the policies that will be needed to deliver those objectives. People will be asked for their views on those objectives and policies, both for and against, with a view to identifying those considered key by the community. It is those key Objectives and Policies that will go forward for analysis by planning consultants and then incorporation into the Plan.</p>
<p>Business community – both local and those external having an interest in Wallingford</p>	<p>This will in many ways duplicate the consultation with the general community to identify key Objectives and Policies, but it will be aimed specifically at the business community to give them a final public comment on the proposed key Objectives and Policies. Due to the large number of businesses involved email will be the medium for contact.</p>
<p>South Oxfordshire District Council</p>	<p>When the draft Neighbourhood Plan is drawn up there will be a need to consult with SODC to check if there are any concerns from them over Wallingford meeting required conditions (The ‘basic conditions’ – National Planning Policy Framework). SODC will confirm if amendments to the draft Plan are required.</p>
<p>General community of Wallingford – residents, local businesses and significant landowners, neighbouring parishes, statutory consultees, and all those previously consulted with</p>	<p>Regulation 14 consultation – this will last for a 6-week period and people and organisations will be asked for their views on the draft Plan.</p> <p>This is an opportunity to make final adjustments to the Neighbourhood Plan before formal submission of it to SODC.</p>
<p>South Oxfordshire District Council</p>	<p>The planning officers of SODC provided much valuable advice and guidance and routinely made themselves accessible which has been a considerable benefit for the work of the Steering Committee.</p>

We recognise that the Neighbourhood Plan is highly dependent on the input of volunteers on the Steering Group and working groups and have therefore refrained from setting a timeline. The Steering Group will progress the community engagement on a timeline that is appropriate.

Appendix B – Site Assessment Consultation Data

Table B1: LEISURE AND COMMUNITY SITES

	1) Site: The Regal Centre (Site L1) Possible use: Potential redevelopment as an indoor swimming pool and associated leisure facilities.	2) Site: Riverside Car Park and Pools (Site L2) Possible use: Potential swimming pool site	3) Site: Land adjacent to Castle Meadows tow path (Site L3) Possible use: Considered for boat moorings	4) Site: Land West of Hithercroft Industrial Estate (Site L4, former Site C) Possible use: considered for a hotel use	5) Site: Land between St Georges Road and Millington Road (Site W4) Possible use: potential parking site
Strongly agree and Agree	54%	54%	64%	44%	49%
Strongly disagree and Disagree	23%	20%	9%	18%	30%
Neither agree nor disagree	17%	20%	20%	28%	18%
Blank	6%	7%	7%	10%	3%

Table B2: EMPLOYMENT SITES

	1) Site: Ayres Yard (HELAA 364) Possible use: Safeguarded employment use	2) Site: Hithercroft Industrial Estate (HELAA 367) Possible use: Safeguarded employment use	3) Site: Land South of Hithercroft Industrial Estate (Site D) Possible use: Potential strategic employment allocation
Strongly agree and Agree	61%	69%	57%
Strongly disagree and Disagree	4%	4%	5%
Neither agree nor disagree	25%	18%	28%
Blank	10%	9%	10%

Table B3: SMALL RESIDENTIAL SITES

	1) Site: Land at Reading Road/Wallingford Road Site (W1) Possible use: 11 dwellings (based on minimum of 25 per hectare)	2) Site: Wallingford Police Station Site (W2) Possible use: 7 dwellings (based on minimum of 30 per hectare)	3) Site: Land off Reading Road, Wallingford Site (W3) Possible use: 10 dwellings (based on minimum of 25 per hectare)
Strongly agree and Agree	39%	59%	41%
Strongly disagree and Disagree	20%	8%	23%
Neither agree nor disagree	32%	22%	25%
Blank	9%	10%	11%

Table B4: STRATEGIC RESIDENTIAL SITES

	1) Site: Land North of Wallingford (west) (A1) Possible use: approximately 540 dwellings (based on minimum of 25 per hectare)	2) Site: Land North of Wallingford (east) (A2) Possible use: approximately 500 dwellings (based on minimum of 25 per hectare)	3) Site: Land North of A4130 Wallingford Bypass (Ea) Possible use: approximately 435 dwellings (based on minimum of 25 per hectare)
Strongly agree and Agree	31%	48%	38%
Strongly disagree and Disagree	28%	23%	34%
Neither agree nor disagree	30%	20%	18%
Blank	12%	9%	10%

Appendix C – Regulation 14 Consultees

	Statutory consultation bodies	Organisation
(b)	a local planning authority, county council or parish council any part of whose area is in or adjoins the area of the local planning authority;	Oxfordshire County Council
(b)	a local planning authority, county council or parish council any part of whose area is in or adjoins the area of the local planning authority;	Oxfordshire County Council
(b)	a local planning authority, county council or parish council any part of whose area is in or adjoins the area of the local planning authority;	South Oxfordshire District Council Vale of White Horse District Council
(b)	a local planning authority, county council or parish council any part of whose area is in or adjoins the area of the local planning authority;	Brightwell-cum-Sotwell Parish Council Benson Parish Council Cholsey Parish Council Crowmarsh Parish Council
(c)	the Coal Authority;	The Coal Authority
(d)	the Homes and Communities Agency;	Homes England
(e)	Natural England;	Natural England
(f)	the Environment Agency;	Environment Agency
(g)	the Historic Buildings and Monuments Commission for England	Historic England
(h)	Network Rail Infrastructure Limited (company number 2904587);	Network Rail
(h)	Network Rail Infrastructure Limited (company number 2904587);	Network Rail
(i)	a strategic highways company - any part of whose area is in or adjoins the neighbourhood area; (ia) where the Secretary of State is the highway authority for any road in the area of a local planning authority any part of whose area is in or adjoins the neighbourhood area, the Secretary of State for Transport;	Highways England
(j)	the Marine Management Organisation(6);	Marine Management Organisation
(k)	any person -	
(i)	to whom the electronic communications code applies by virtue of a direction given under section 106(3)(a) of the Communications Act 2003; and	BT
(ii)	who owns or controls electronic communications apparatus situated in any part of the area of the local planning authority;	EE
(ii)	who owns or controls electronic communications apparatus situated in any part of the area of the local planning authority;	Three
(ii)	who owns or controls electronic communications apparatus situated in any part of the area of the local planning authority;	EMF Enquiries - Vodaphone & O2
(l)	where it exercises functions in any part of the neighbourhood area –	
(i)	a clinical commissioning group established under section 14D of the National Health Service Act 2006;	Oxfordshire Clinical Commissioning Group
(ia)	the National Health Service Commissioning Board;	NHS England
(ii)	a person to whom a licence has been granted under section 6(1)(b) and (c) of the Electricity Act 1989;	Wood Plc (on behalf of National Grid)
(ii)	a person to whom a licence has been granted under section 6(1)(b) and (c) of the Electricity Act 1989;	National Grid
(ii)	a person to whom a licence has been granted under section 6(1)(b) and (c) of the Electricity Act 1989;	Cadent
(ii)	a person to whom a licence has been granted under section 6(1)(b) and (c) of the Electricity Act 1989;	Scottish and Southern Energy Power
(iii)	a person to whom a licence has been granted under section 6(1)(b) and (c) of the Electricity Act 1989;	UK Power Networks
(iv)	a sewerage undertaker; and (v)a water undertaker;	Thames Water - Developer Services
(m)	voluntary bodies some or all of whose activities benefit all or any part of the neighbourhood area;	1155 Charity (President: Mark Brett) Air Cadets (Wallingford 966 Squadron)

		<p>Army Cadets (Wallingford) Blewbury & Wallingford Cricket Club The Chilterns AONB The Chilterns Society Didcot & Wallingford Youth Orchestra Dorchester Sailing Club Flower Club LETS (Local Exchange Trading) North Wessex Downs AONB Oxfordshire Field Paths Society Probus Wallingford Sinodun Players (Corn Exchange) South Oxfordshire CAMRA South Oxfordshire Music Centre Thames & Chilterns District Guides Thames & Chilterns District Scouts Wallingford 2nd Scouts Wallingford Allotments & Garden Society Wallingford Art Club Wallingford & District Photographic Club Wallingford Dog Training Club The Wallingford Historical and Archaeological Society Wallingford Leisure Centre Wallingford Peace Group Wallingford Rowing Club & Regatta Wallingford Tuneless Choir Wallingford WI</p>
(n)	bodies which represent the interests of different racial, ethnic or national groups in the neighbourhood area;	<i>No known such group in the WNP area</i>
(o)	bodies which represent the interests of different religious groups in the neighbourhood area;	<p>Roman Catholic Church of St John The Evangelist St Mary-le-More – Market Place (Rev. D. Rice) St Mary Magdalene (Crowmarsh) The Religious Society of Friends (Quakers) The Ridgeway Community Church Wallingford Baptist Church Wallingford Methodist Church</p>
(p)	bodies which represent the interests of persons carrying on business in the neighbourhood area; and	<p>Wallingford in Business Wallingford Local Producers Market (via W. Tobutt) <i>via Community Magazine, Window on Wallingford</i></p>
(q)	bodies which represent the interests of disabled persons in the neighbourhood area.	<p>MIGWAL (Mobility Issues Group) Wallingford & District Talking Newspaper Young At Heart Wallingford Club (Adults with Learning Difficulties)</p>
	Land owners / Developer's Representatives	Various
	Additional bodies	<p>Wallingford Medical Practice The Earth Trust CPRE Oxfordshire The Rt. Hon. Ed Vaizey MP</p>

Appendix D – Regulation 14 Comments and Responses

The returned comments from organisations are available to download by clicking on the hyperlinked title in each table

Chilterns Conservation Board		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
	This is a strong and well thought out neighbourhood plan. The Chilterns Conservation Board supports the emphasis on a compact and locally appropriate level of growth. We support no additional housing allocations given the existing commitments.	Noted
WS1.4	In particular, we support Policy WS1.4 ensuring that all development conserves and enhances the rural setting of Wallingford, the views leading to and from it, the landscape character and biodiversity.	Noted
CF4.1	We support Policy CF4.1 on the Riverside Meadows.	Noted
	Wallingford falls very much within the setting of the Chilterns AONB. You could usefully add the words 'setting of the AONB' to the plan and include a policy on it. As an example of wording, we have a policy about development in the setting of the AONB at policy DP4 of the new Chilterns AONB Management Plan:	Para 9.3.12 added. Policy CF4 now explicitly refers to "setting of the AONBs", also WS4.1(b) now includes this.
	You rightly identify cumulative impacts of the growth already consented or emerging at Wallingford and nearby villages. We are concerned that while a single planning proposal may affect only a small area of the AONB, a number of similar developments in the area, incremental changes over time, or a series of new developments in sequential views along an important trail, can have a significant cumulative impact. Noise and traffic through the Chilterns AONB are likely to increase and this must be tested carefully through Strategic Environmental Assessment. The character of the AONB, its wildlife and people's enjoyment could slowly diminish over time. We have further advice in our Position Statement on the Cumulative Impacts of Development on the Chilterns AONB.	Noted
HD2.3	On policy HD2.3 we recommend that the policy is expanded to address light spill into the countryside (at the moment it refers to environmentally sensitive locations and near bedrooms). AONBs are intrinsically dark environments (Zone E1 in the Institute of Lighting Professionals guidance) and restrictions and controls should be exercised to keep dark skies. Please see policy DP8 in the Chilterns AONB Management Plan. Lighting of large employment buildings and sports facilities at Hithercroft is something to manage carefully, since this area is visible from the Ridgeway and higher land in the AONB southeast of Crowmarsh Gifford.	We believe that HD2.3 is appropriate for new housing (as intended). New policy HD5 added.
EE1	On policy EE1 for site C, it is important to address buildings heights, bulk and reflectiveness of materials in order to safeguard the views from the AONB, and we feel more detail could be added to Policy EE1 on the designs and solutions you seek.	Policy EE1 is simply a statement of site allocation for employment. We consider the issues raised here to be properly addressed through the planning process, but have inserted para 6.4.2.
	Please could you update references to the Chilterns AONB Management Plan 2014-2019 to the newly adopted Chilterns AONB Management Plan 2019-2024.	Text updated – evidence appendix updated to 2019-2024 Management Plan.

Historic England [1 & 2]		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
WS2	<i>Numerous comments relating to the archaeology of Site E as affected by P16/S4275/O</i>	Additional clause added to WS2: That areas identified as having archaeological significance of potential national importance, including the two ring ditch monuments identified in the south east of the site, are retained as open space with landscaping limited to ensure remains are preserved in-situ and interpreted to aid understanding of the area's heritage. A maintenance plan for these areas should ensure scrub or woodland with potential to damage these remains through root action is not allowed to develop
	Historic England welcomes and supports policy WNP01 and the prominence given to conservation and heritage in the plan, such as in section 3.4.5 and the other mentions of the importance of heritage to Wallingford's future. All of the comments below are intended to help strengthen this.	Noted
WNP01	Suggested wording - 'carefully and sustainably, conserving and enhancing the town's unique heritage assets, historic and landscape setting, and the natural environment'.	Change to - The growth of Wallingford to 2034 will be managed carefully and sustainably, conserving and enhancing the town's unique heritage assets, historic and landscape setting, and the natural environment.
WNP03	Climate change resilience' seems the wrong term. It's not just resilience to, e.g. rising temperatures or floods that is required, but future use of sustainable resources, which this term doesn't quite capture.	Add in after climate change resilience - 'and future use of sustainable resources are"
2.1.2	'Heritage assets' not 'rich heritage'	Change 'rich heritage' to - heritage assets
2.3.2	'Conserve and enhanced' not 'protected'. 'Unique heritage assets including archaeology', not 'unique archaeology and heritage'	Change 'protected to - Conserved and enhanced Change 'unique archaeology and heritage' to - unique heritage assets including archaeology
WS1.1	Should also refer to SODC local plan policy	Referenced in the Basic Conditions Statement
WS1.3	Not clear what 'focusing development in the built-up area' means. Doesn't fit with allocating some out of town areas for development, & presumably that will also be well designed and sustainable. The two parts of this policy could usefully be separated as enhancement is not always about development - it's about local 'ownership', engagement, understanding, education, interpretation.	WS1.3 split in to two clearer paragraphs (now WS1.1b & 1.1c)
2.4.10	Include declining condition of heritage assets and lack of realisation of their potential as one of the issues.	Following added to what is now 2.4.9 (viii) the declining condition of heritage assets and lack of realisation of their potential

2.4.15	'heritage assets' not 'rich heritage'	Changed 'rich heritage' to - heritage assets
2.4.20	Site E given a different location description here to 2.4.22 on page 32.	Changed to consist usage.
WS2.7	'Setting of' not 'setting for'	Changed 'for' to 'of'
WS3.1	Change 'Protection of the historic environment' to 'conservation and enhancement of the historic environment:	Protection of the historic environment' to – Changed 'conservation and enhancement of the historic environment'
WS3.1 & 2.4.26/27	Reads as if you want to set a maximum rather than the minimum density you've given. Reducing the minimum will not limit the possible number of houses in a given area.	Noted but we are not permitted to specify maximum density. WS3 updated as per SODC comments.
WS4.5	Suggested wording 'cause harm to the historic environment and heritage assets'. Probably doesn't need further elaboration but as written at present not clear why non-heritage assets are mentioned.	Delete & change to - historic environment and heritage assets.
HD1.2	will this work? Respect could mean anything also HD3.5	Agreed. Reworded.
Ch 4 Vision para 1	Suggested wording - 'The nationally significant historic character of Wallingford with its heritage assets, including built heritage, street grid and historic open spaces, and archaeology, will be conserved and enhanced',	Delete & change to - 'The nationally significant historic character of Wallingford with its heritage assets, including built heritage, street grid and historic open spaces, and archaeology, will be conserved and enhanced'.
para 2	Replace 'maintained and protected' with 'conserved and enhanced'.	Replaced 'maintained and protected' with 'conserved and enhanced'.
para 3	Replace 'preserved' with 'conserved'. Last sentence hangs.	Replaced 'preserved' with 'conserved'. Delete last sentence, seems to be a hangover from something else
para 4	Replace 'respect' with 'protect'	Replaced 'respect' with 'protect'
HBE1	Suggested wording - Protect the special character of Wallingford as an historic market town with Saxon origins, within a rural landscape	Deleted text & replaced with - Protect the special character of Wallingford as an historic market town with Saxon origins, within a rural landscape.
HBE2	Suggested wording - 'conserve and enhance ' rich and varied built and archaeological heritage assets	Inserted after 'conserve' - and enhance. Deleted 'and historic'
HBE 3	Suggested wording - 'To research, analyse, interpret and disseminate the history and archaeology of Wallingford, so as to strengthen the importance of heritage through education, fostering a sense of place and 'ownership' amongst residents and visitors, and contributing to the economy of the town'	Deleted text & replaced with - 'To research, analyse, interpret and disseminate the history and archaeology of Wallingford, so as to strengthen the importance of heritage through education, fostering a sense of place and 'ownership' amongst residents and visitors, and contributing to the economy of the town'
HBE 4	Suggested wording - 'To enhance the historic character of Wallingford by using the historic environment to inform high quality design in future developments'	Deleted text & replaced with - 'To enhance the historic character of Wallingford by using the historic environment to inform high quality design in future developments'
4.2.3	Brick is more common than this summary seems to suggest	Add as third sentence - "The majority of buildings are of a red brick which was manufactured at nearby Nettlebed until the early C20".
4.2.8	Bring out the historic significance of the of the open spaces, i.e. that they have always been open. See Historic England's pre-application advice re proposals for Bullcroft	New para at 4.2.10.

National Trail Project Office (via Oxfordshire County Council)		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
Vision	little surprised that 'river' or 'Thames' does not appear in the vision. The town has a lovely riverside but only the town centre and countryside is mentioned.	Agreed – the Vision has been updated.
	when it states 'visitors', are you referring to the tourism industry? Would be useful to insert the word (rural/heritage/sustainable) tourism so it is clear. Tourism is a potential source of funding so worth hooking them in if you can.	Agreed – the Vision has been updated.
1.2	Wallingford is unusual nationally in having <u>two</u> National Trails nearby. I would make more of this in the introduction in relation to recreation and tourism benefits. I would also use a sentence or date to bring out in this section the depth of history (heritage) you have in the town – it is significant and something to boast about, as you do later in the document – just insert a sentence about being a strategic crossing point on the river with a castle dating back to the 11 th century....	1.2.1 updated
2.3.3	inaccurate description of Ridgeway – Ridgeway connects to Wallingford <u>via</u> Crowmarsh Gifford/Mongewell, and <u>not</u> the Thames Path. This is a significant point – Wallingford has two National Trails, along both banks of the Thames and along Grim's Ditch Scheduled Monument into the Chiltern Hills. The river bridge/Crowmarsh Gifford is the key connecting feature so this is a key area to manage for walkers and cyclists and tourists/visitors.	2.3.3 updated
Other	<p>I hope somewhere in the document there is a recognition of the need for improved off-road cycling and improved connectivity of off-road cycling routes in the area. Wallingford Cycling Festival is a clear indication there is an interest and demand for cycling in the area. I am surprised cycling is not explicitly mentioned in the vision.</p> <p>The town is surrounded by busy roads which are off-putting to cyclists and walkers, especially where these busy roads are without pavements. Minor rural roads can be busy too. A vision for Wallingford would be a place where people can walk and cycle (and horse ride) safely and using off-road routes where possible. For example, I am keen to see a cycle route linking Wallingford to Goring and I know South Stoke village plan has this vision too. This would help your residents cycle to/from the train station at Goring, and so reduce commuter traffic on the roads, as well as provide a route for recreational cyclists (how many of your residents use the train station at Goring?).</p> <p>The new CALA development on the CABI site – hoping there is a decent walking and cycling route linking this site to The Ridgeway and Crowmarsh Gifford/Wallingford. If not, I suggest this needs to be in your neighbourhood plan.</p>	Objective MC09 changed to "MC09: Support and enhance pedestrian and cycle links including safe links to recreational areas and routes, residential areas and transport hubs outside of the Plan area"

National Grid		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
	<p>An assessment has been carried out with respect to National Grid's electricity and gas transmission apparatus which includes high voltage electricity assets and high-pressure gas pipelines.</p> <p>National Grid has identified that it has no record of such apparatus within the Neighbourhood Plan area.</p>	Noted

Natural England		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
	We recommend mentioning favouring developing on brownfield sites over greenfield sites, provided the brownfield land is not of high environmental value. Removal of green space in favour of development may have serious impacts on biodiversity and connected habitat and therefore species ability to adapt to climate change. For further reference, please see paragraphs 110 and 117 in the NPPF	Noted - but not relevant. No development ought to be possible in the WNP on greenfield sites outside of the allocated sites. Remaining green spaces are designed as LGS. All further development will be brownfield by default.
	We would like to draw your attention to the requirement to conserve biodiversity and provide a net gain in biodiversity through planning policy (Section 40 of the Natural Environment and Rural Communities Act 2006 and sections 170 and 175 of the National Planning Policy Framework). Please ensure that any development policy in your plan includes wording to ensure "all development results in a biodiversity net gain for the parish"	Covered by EV1

Oxfordshire County Council		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
WS1.10	We support the aims of this policy in encouraging cycling, walking and public transport usage.	Noted.
WS1.11	We suggest the following amendment: <i>'ensure that any new development does not add to air pollution, traffic congestion and speeding on local roads through appropriately sited access arrangements and traffic calming measures or if such impacts do result from new development these are mitigated appropriately.'</i>	Accepted.
MC06	As written, the objective does not conform to OCC parking standards which do allow for some off-street parking, therefore we suggest the following amendment to this policy: <i>'Ensure that new development contributes positively to transport and movement within Wallingford. All new and extended homes should have adequate onsite parking and conform to Oxfordshire County Councils parking standards. and should not rely on street parking to meet their needs'</i>	Disagree. The historic layout of the town causes considerable problems for existing residents with on street parking and this should not be exacerbated by enabling further on street parking.

MC5.1	OCC suggest the following amendment ' <i>New housing proposals should meet the requirements in Oxfordshire County Council's Residential Parking Provision Policy. other than for new residential developments, including extensions to existing homes, where parking must be provided in accordance with the following minimum standards</i> '	Disagree. Our evidence shows car ownership is higher than nationally and our requirements are more stringent than OCC standards. Also policy is similar to adopted by Cholsey.
MC5.2	OCC comment for Policy MC5.1, MC5.2 and objective MC06 above: Parking standards for all new development should be in line with Oxfordshire County Councils Parking Standards	Disagree – as per MC5.1 above. The adopted Neighbourhood Plan of adjacent Cholsey sets the precedent for use of our wording.
MC1	Please note that OCC has guidance on Transport Assessments, Transport Statements and Travel plans which must still be used by developers. Policy MC1.3 to MC1.10 is not a definitive list. Developers are required to engage with OCC to establish the parameters required for any Transport Assessment or Transport Statements	Noted. Noted.
MC3.1	OCC support the provision of high-quality cycle parking in new residential and commercial developments. There may be locations where providing cycle parking for 50% of the workforce could be considered inappropriate. Add "Where appropriate" to end of MC3.1.	Agreed.
MC05 MC4.13	Therefore we suggest the following amendments to objective MC05 ' <i>Where practical prioritising pedestrians and cyclist movement in the town centre through the design and layout of roads and pavements and the promotion of safe shared surfaces in line with current DfT guidance</i> ' and objective MC4.13 ' <i>where appropriate provide for traffic calming and the use of shared Surfaces in line with current DfT guidance</i> '	Agreed.
MC6.1	Please confirm in which document this strip of land is safeguarded, providing a link or map if possible.	Note that the wording of MC6.1 is incorrect and has been updated. The area is now marked on the Proposals Map (Map 2). The land is also currently safeguarded by SODC Adopted Local Plan Policies Map, dated December 2012, of the Core Strategy.
MC7.5	The aspiration to improve provision of electronic charging points is shared by OCC. Consideration will need to be given as to whether measures specified in these policies would be considered CIL compliant.	Noted (Note possibly some conflict with SODCs reservations)
10.3.6 10.3.7	OCC is supportive of improving cycling provision. The feasibility of delivering the improvements to these identified routes would need to be investigated and appropriate sources of funding identified.	Noted. (these are now para 10.1.7 and 10.1.8)
10.3.10	The wording of [" <i>designating Wallingford a 'No Entry' except for access area</i> "] is not clear, please elaborate what this means	Updated to " <i>designating Wallingford a 'No Entry' except for access area thereby prohibiting non-emergency through traffic</i> " (note is now para 10.1.11)
7.7.4	Update to reflect latest status of P18/S4042/CM, " <i>for a 100-space car park on green space in St George's Road to be used as a car park for Wallingford School</i> "	Agreed and updated.
WS1	The county council therefore appreciates Policy WS1, in particular WS1.8, which supports proposals to ensure that Wallingford's infrastructure, including schools, is maintained and improved.	Noted.
9.2.33	Reference should also be made to the Council's Pupil Place Plan 2018-2022	Accepted.

CF7	The county council appreciates this statement and confirms that developer contributions will be sought towards the expansion of existing primary and secondary schools in Wallingford where required, for the projects discussed above.	Noted.
	Waste reuse, reduction and recycling appear to have not been considered within the neighbourhood plan	Noted but do not wish to duplicate OCC responsibilities.

<u>Scottish and Southern Electricity Networks</u>		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
	<p>Connections for new developments from existing infrastructure can be provided subject to cost and time-scale.</p> <p>Where existing infrastructure is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between developer and DNO (Distribution Network Operator) in accordance with the current Statement of Charging Methodology agreed with the industry regulator (OFGEM). Maximum time-scales in these instances would not normally exceed around 2 years and should not therefore impede delivery of any proposed housing development.</p> <p>Where overhead lines cross development site, these will, with the exception of 400 kV tower lines, normally be owned and operated by Scottish & Southern Electricity Networks (SSEN).</p> <p>In order to minimise costs, wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. Where this is not practicable, or where developers choose to lay out their proposals otherwise, then agreement will be needed as to how these will be dealt with, including agreeing costs and identifying suitable alternative routing for the circuits. The existing customer base should not be burdened by any costs arising from new development proposals.</p> <p>To ensure certainty of delivery of a development site, any anticipated relocation of existing overhead lines should be formally agreed with SSEN, prior to submission of a planning application.</p> <p>... for your information and assistance, it is anticipated at today that there will not be sufficient capacity available to be able to supply the sites from our Wallingford 33/11kV primary substation and the existing hv distribution network, but will be subject to off-site reinforcement works to the existing ehv and hv distribution networks.</p>	Noted

South Oxfordshire District Council		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
	(their ref #1) – add update re Secretary of State’s Holding Direction on Emerging Local Plan	para 1.1.6 refers.
	(their ref #2) – simplify policy paragraph numbering.	Done throughout.
	(their ref #3) – correction of “Planning Inspector” to “Examiner”	Done.
	(their ref #4) – Update process chart	Done.
	(their ref #5) – Objection to WS1 as a strategic policy.	Understood but disagree. WS1 sets the overall context and strategy for the WNP which gives it clear direction. Have retitled WS1 “Local Strategy for Wallingford” to emphasise that this is not intended to conflict with SODCs strategic policies.
	(their ref #6) – Copyright and consent for images.	Consent has been obtained for images with identifiable individuals. Copyright is noted in the acknowledgments.
	(their ref #7) – typo	Corrected.
WS3	(their ref #8) – “not clear how density on development proposals that deliver less than 10 homes would be considered”	Para WS3.2 added – refers to criteria in policy WS4. The potential for conflict with possible future Local Plan is noted.
	(their ref #9) – WNP should support efficient use of land for sites of less than 10 dwellings.	Agreed and noted.
WS4	(their ref #10) – WS4.2 is overly restrictive. WS4.4 – suggest clarity over what constitutes “poor quality environment”	WS4 re-worded in line with suggestion. WS4.2 addresses reference to CF1 of LP2011 via reference to CF1 and CF3 of the WNP. NPPF talks of "quality development" - WS4.4 is consistent in terms of understanding of "quality"
	(their ref #11) – Be aware of newly published National Design Guide	WNP updated and refers to NDG.
HD1	(their ref #12) – Insert “Where appropriate” in HD1.3	Agreed – updated.
HD2	(their ref #13) – HD2.1 is overly restrictive. HD 2.2 is overly restrictive HD 2.3 – delete	We are committed to supporting national targets for sustainable design. HD2.1 reworded to “... will be strongly encouraged...”. “Improves resilience” included as suggested. Para 3.5.5 gives references to nationally significant schemes where sustainable development is being delivered to exceptionally high standards. We do not believe that the attainable of sustainable need be disproportionate to the needs to address climate change. HD2.2 changed. HD2.3 Deleted (new policy on Avoidance of Light Pollution – HD5)

3.5.5	(<i>their ref #14</i>) – delete unnecessary text	Agreed.
HD3	(<i>their ref #15</i>) – typo in HD3.8	Corrected.
HD4	(<i>their ref #16</i>) – is there evidence of need for self-build?	We have not identified a clear need, but believe we should at least be meeting national levels of self-build – new para 3.5.10 now refers.
	(<i>their ref #17</i>) – Objectives HB3 & HBE4	Reworded as per suggestion.
	(<i>their ref #18</i>) – include discussion of “non-designated heritage assets” in Winterbrook.	Agreed – text updated throughout.
HA1	(<i>their ref #19</i>) – Phrasing in HA1.1 & HA1.2 HA1.5 is not a land use issue and should not be policy HA1.6 what evidence base for the Saxon layout	Amended as suggested. Accepted – now moved to supporting text for HA4 – para 4.10.10. See Burgh to Borough Project.
HA2	(<i>their ref #20</i>) – clarify wording re setting & designation	Agreed and updated.
HA3	(<i>their ref #21</i>) – unclear intention of policy giving wording	Accepted – policy wording updated.
HA4	(<i>their ref #22</i>) – policy is overly restrictive	Accepted. Emphasis of policy shifted to encourage (not require) additional developer contributions to support heritage at risk. Further supporting text in 4.10.10 to 4.10.12
4.10.9	(<i>their ref #23</i>) – delete para 4.10.9 (<i>what is now 4.10.10</i>)	Disagree. This aims to encourage developers who will support our unique heritage, but does not require them to do so.
5.2.10	(<i>their ref#24</i>) – Confirm Character Assessment for Thames Valley vs. Upper Thames Clay Valley.	Upper Thames Clay Valley is correct. Text updated throughout.
Map 6	(<i>their ref #25</i>) Some areas of green spaces are shown which are outside the neighbourhood plan area, as the plan cannot have influence over these areas, we suggest they are removed from the map What evidence is there to support the Green Network?	Noted – disagree – important to show the context of adjacent areas. Evidence is included in Appendix F.
EV1	(<i>their ref #26</i>) Policy title does not accurately reflect the policy content – suggest re-wording. Phrasing in EV1.2 and typo in EV1.3 Insertion of “where possible in EV1.4 (now EV1.1 _(a2)) Questionable alignment between aims of green network (para 5.2.10) and EV1.6 (now EV1.1 _(b)) South and Vale Green Infrastructure Strategy is not part of the development plan – change references from “in accordance with” to “have regard to” EV1.7 (now EV1.1 _(c)) – change buffer from 20m to 10m and other changes. EV1.7 – EV1.9 are “blue” policies not “green” – suggest new policy.	Disagree – policy refers to new developments. Agreed and updated. Disagree – all new development should be able to increase biodiversity, however moderately. Noted but we feel this is clear. Agreed and updated. Agreed and updated. Noted but disagree.

EV2	(<i>their ref #27</i>) - EV2 duplicates EV1 – suggest combining. EV2.3 – “have regard to” the NE Character Assessment and other typos/corrections	Noted but disagree. EV1 seeks to establish new green spaces and corridors, EV2 aims to protect existing ones and the former gives opportunities to specify more detail as written. Agreed and updated.
5.3.3	(<i>their ref #28</i>) - Clarify potential conflict between benefitting wildlife and benefitting people.	Accepted. Text updated.
6.2.20	(<i>their ref #29</i>) - Simplify wording of Crowmarsh “this village and parish”	Agreed and updated.
EE2 / Map 2	(<i>their ref#30</i>) - Ayres Yard not clear. Policy text EE2 should refer to the Proposals Map EE2.2 – is there a need for these premises? EE2.2 – is overly restrictive and not necessarily a criterion of EE2.1 EE2.5 – delete EE2.6 (now EE2.3) – recommend considering specific amenity impacts	Map caption is clear but Map 2 (“Proposals Map” updated with labels) Accepted and updated. Policy is consistent with SODC employment land review. Agreed. Reworded and set as statement in its own right. Agreed. Agreed and updated.
EE3	(<i>their ref #31</i>) – EE3.3 could be more concise EE3.4 – delete	We feel our text is more rigorous than the suggestion. Accepted.
6.4.5	(<i>their ref #32</i>) – shift emphasis from protection of sites to recognising the contribution they make towards employment.	Accepted.
Ch7	(<i>their ref #33</i>) – “changes” to “changing” in Chapter Vision Statement	Agreed.
Map 8	(<i>their ref #34</i>) – Definition of the primary shopping area – what is the evidence for the area being different from that defined in the Core Strategy 2012?	Updated para 7.2.1 to refer to the “current situation”. The defined area is that in which commercial shopping activities currently take place. It is important to the long-term economic vitality of the town that this area is not reduced in foot-print.
Table 3	(<i>their ref #35</i>) – What is the source of the retail floor space data?	Source is The South Oxfordshire District Council Vacant Shop Survey January 2017. Footnote now refers.
7.6.1	(<i>their ref #36</i>) - To more accurately reflect the situation on the end of the second sentence, ‘within the town centre’ could be added. (<i>their ref #37</i>) – Please ensure permission has been obtained to use photos of people.	Disagree – tourists also stay in accommodation outside the town the centre area. This has been done.
7.7.1	(<i>their ref #38</i>) – Include date for car parking data	Accepted – “as of 2019” inserted.
7.7.4	(<i>their ref #39</i>) – Will need updating as Plan progresses.	Noted – updated to reflect position as of Jan 2020.
TC1	(<i>their ref #40</i>) TC1.2 – replace “must” with “should” TC1.4 – How would a community need be determined in a planning application?	Accepted and updated.

	TC1.5 – ELP effectively combines TC1.5 and TC1.6 – suggest combining these points to align with ELP.	We would expect a planning applicant to include evidence of need as part of their application which should be obtained via local research and possibly widespread consultation with the community. TC1.4 (now TC1.2(b)) changed to “the new use meets an evidenced community need” Agreed – TC1.5 is redundant – deleted.
TC2	(<i>their ref #41</i>) TC2.1 – insert “within the PSA” TC2.2 – suggest updating wording to be clear about the type of development you consider acceptable.	Agreed. Agreed – TC2.2 re-worded. (TC2.3 to TC2.5 now redundant and deleted)
TC3	(<i>their ref #42</i>) What evidence is there for need of types of proposed use? Recommend “should” be replaced by “will be encouraged”	New para 7.8.9 added referring to two rounds of public consultation by Town Council confirming the expectation of replacement by a general-purpose community centre. Disagree – very strong public feeling that the site be retained for community use, not that it be permitted for other types of development.
TC4	(<i>their ref #43</i>) – Conflicts with policy TC2.	Agreed. TC2 is now more clearly worded. TC4 (as was) now deleted.
TC5	(<i>their ref #44</i>) TC5.1 – exactly what area does this refer to? TC5.2 – replace “welcomed” with “supported” for clarity.	Applies to the WNP area. (<i>note is now TC4 due to deletion of old TC4</i>) Agreed – updated.
TC6	(<i>their ref #45</i>) - This policy is overly restrictive and appropriate parking provisions should be guided by parking standards and evidence. It is not clear if this policy is based on parking standards or evidence.	New supporting text added at 7.8.14 (<i>note is now TC5 due to deletion of old TC4</i>)
TC7	(<i>their ref #46</i>) - The opening sentence is very broad, we suggest it is made more precise to help guide development.	Additional supporting text at 7.8.18 to say is small scale and would look for possibilities at the Hithercroft. (<i>note is now TC6 due to deletion of old TC4</i>)
7.8.16	(<i>their ref #47</i>) – change “would” to “could”	Agreed.
TC8	(<i>their ref #48</i>) – suggest making more concise with “it is evidenced that there is no market interest in the site following one year of active and effective marketing”	Disagree. Our text makes clear the expectations and requirements.
7.8.18	(<i>their ref #49</i>) – What is the “minimal” level?	For a town which has a heavy dependence upon tourism (or the realistic possibility to make better use of potential tourism assets) we feel that the current availability is far from adequate.
MC1	(<i>their ref #50</i>) – MC1.2 is overly restrictive.	Agree to remove first 2 sentences of MC1.2 and consolidate remainder in MC1.1. Additional wording to clarify.

	The final sentence discusses adequately mitigating adverse impacts, however paragraph 109 of the NPPF sets out that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network'. We recommend that the focus is shifted towards the impact of development.	Noted but we wish to retain as the potential for cumulative impact can be severe given existing congestion.
MC2	<i>(their ref #51)</i> MC2.1 - Replace 'favoured' with 'supported' for clarity. MC2.2 - How would development inhibit existing bus routes?	Agreed. Added new para 8.3.3.
MC3	<i>(their ref #52)</i> – MC3.1 is incomplete.	add "home" to end of first sentence.
MC4	<i>(their ref #53)</i> - National policy discourages the duplication of policies. There is a risk that the policy is deleted from the plan during the examination of the plan.	Noted but the historical fabric of Wallingford places major constraints on travel infrastructure and we feel it is important that development have due regard to the provisions of MC4 within Wallingford's context which is more likely if this policy remains in the WNP, even if elements of it are duplicated from the NPPF. Some elements of MC4 are more explicit than the NPPF.
MC5	<i>(their ref #54)</i> - The Oxfordshire County Council Residential Parking Provision Policy does not form part of the development plan and has not been examined, therefore the policy should say that development should 'have regard to' this document, instead of 'meet the'. Replace "must" with "should"	Disagree – the adopted Neighbourhood Plan of adjacent Cholsey sets the precedent for use of our wording. Agree.
8.3.11	<i>(their ref #55)</i> - It is not clear how this paragraph fits in with MC5. It might makes more sense after Policy MC6?	Agree.
MC6	<i>(their ref #56)</i> This policy is referring to an area within Wallingford, this needs to be shown on a map otherwise it is not clear what area is being referred to. The details about the landowners is not necessary in the policy text, this should be moved to the supporting text What evidence do you have to support the safeguarding of this land?	Agreed – Proposals map updated. Wording of MC6.1 updated and clarified. Accepted – new para 8.3.16 included. See new para 8.3.16.
MC7	<i>(their ref #57)</i> – “We welcome the inclusion of a sustainable transport policy such as this”, “Currently the development plan does not provide a clear steer on electric vehicle charging, therefore your policy needs to be supported by robust evidence” “The Government have ambitious goals relating to reducing emission from UK vehicles”	We have simplified and clarified the wording of this policy, and have in places made it less onerous, however we find SODCs comments conflicting and somewhat at odds with government aspirations on this issue, public expectations, and the ongoing clear shift towards electrification of transport. We feel that sufficient evidence is provided by the growing acceptance of electric vehicles and their increasing market penetration as referred to in 8.3.19.

	“It is not clear where these standards have come from. As set out above, where is the evidence to support that these standards are needed and justified in Wallingford?”	
8.3.15	(<i>their ref #58</i>) - Please support the claim that ‘demand for electric vehicles is growing’, with evidence	We feel this is self-evident (see above on MC7).
LO9	(<i>their ref #59</i>) – Objective is duplicated	Corrected.
9.2.18	(<i>their ref #60</i>) – (iii) typo “indoor”	Corrected.
CF1	(<i>their ref #61</i>) – CF1.7 discusses meeting ‘identified needs’, however it is not clear what these identified needs are. Are these set out in the evidence or any supporting documents?	The “identified need” would have to be confirmed at the time a planning application was brought forward which might result in the loss of a community facility. New para 9.3.3 now states that it would be for the Town Council to provide evidence relevant to the facility and the application in question at the time of determination.
CF2	(<i>their ref #62</i>) - CF2.1 Insert ‘Proposals for development of new or enhanced community and recreation facilities...’.	Agreed & updated.
CF3	(<i>their ref #63</i>) – Label LGS on proposals map Provide evidence	Agreed & updated. Evidence included in Appendix F.
CF4	(<i>their ref #64</i>) – CF4.1 - The first sentence is more like supporting text and we recommend it is removed from the policy. CF4.4 – This paragraph refers to users of the river which is not a land use policy and is outside the scope of a Neighbourhood Plan.	Agreed & reworded. Disagree, but reworded in places.
9.3.11	(<i>their ref #65</i>) – Please provide more context.	Former paras 9.3.10 & 9.3.11 extensively reworded in new 9.3.11 to 9.3.14.
CF6	(<i>their ref #66</i>) - The first sentence is supporting text, we recommend it is moved out of the policy. Policy CSI1 Infrastructure Provision, in the Core Strategy requires that new development is served and supported by appropriate on- and off-site infrastructure and services. Infrastructure contributions include healthcare provisions. Re CIL, we therefore recommend that the second sentence of this policy is deleted.	Noted - but residents feel strongly and national news now supports. We feel that healthcare has been neglected and needs increased focus in future planning decisions. New para 9.3.20 clarifies & justifies our position that we do not seek to dictate where CIL (that not going to parish council) is spend, but that we encourage additional contributions from developments to address cumulative shortfalls in provision. We note that Oxfordshire County Council supports the equivalent policy (CF7) on education provision. Policy is reworded and clarified but remains.
CF7	(<i>their ref #67</i>) – (re CIL as for CF6) It is not clear what value this policy is adding.	As for CF6 above. Also OCC supports this policy.

10.3.3	(their ref #68) - The first sentence appears incomplete	Corrected.
Ch11	(their ref #69) – Benefits realisation Plan is unclear.	Entire chapter simplified.
11.3.4	(their ref #70) - The second sentence appears incomplete	Corrected.

Thames Travel		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
Ch 7 & 8	On reading the document, it appears that the aspirations of the town are not fully reconciled [between chapters 7 “Town Centre, Retail & Tourism” and 8 “Movement and Connectivity”].	We recognise that there are conflicting issues but we are unable to reconcile these within the Neighbourhood Plan as land-use issues. However, we do not feel that the objectives and policies are mutually exclusive. We recognise that in preserving a functional town centre that trade-offs will need be made at times.
Ch 10	Chapter 10 goes on to refer to the planning application to convert a playing field in George Street into a car park. Thames Travel has objected to this planning application as providing more parking spaces supports car travel which in turn causes congestion that hits bus services hardest.	Noted but Wallingford suffers from excessive on-street parking which causes difficulties for residents and in some places (e.g. Reading Road) impacts the viability of bus routes. Additional parking is priority for the town and thus far Thames Travel has not expressed any public interest in increasing bus provision.
Ch 8	... the only way for sustainable modes to be usable is for the community to commit to supporting them with high quality facilities. Better bus stops will be required, with better information about bus services. In Oxfordshire bus shelters are provided by the town and parish councils. There are currently no bus shelters in Wallingford town centre, so there is scope to make a big improvement...	Policy MC2 updated to explicitly refer to the types of improvement recommended by Thames Travel.

Thames Water		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
	<p>The way water and wastewater infrastructure will be delivered has changed. From the 1st April 2018 all off site water and wastewater network reinforcement works necessary as a result of new development will be delivered by the relevant statutory undertaker. Local reinforcement works will be funded by the Infrastructure Charge which is a fixed charge for water and wastewater for each new property connected. Strategic water and wastewater infrastructure requirements will be funded through water companies’ investment programmes which are based on a 5 year cycle known as the Asset Management Plan process.</p> <p>In light of the changes which took effect in April 2018, and which are set out above, we would request that a paragraph is included in the Neighbourhood Plan which states:</p>	<p>Thames Water, as the relevant statutory undertaker, must seek to ensure that the necessary conditions are imposed on developers as part of the Planning Application process with the Local Planning Authority, and that they provide the essential infrastructure to support the development should it proceed.</p> <p>This is statement is unnecessary within the WNP.</p>

	<p><i>“Developers need to consider the net increase in water and waste water demand to serve their developments and also any impact the development may have off site further down the network, if no/low water pressure and internal/external sewage flooding of property is to be avoided.</i></p>	
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Theatres Trust		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
CF1	<p>We are supportive of this policy, which provides strong protection for Wallingford’s valued facilities including the Corn Exchange which is considered an essential community facility. This is confirmed through part xii. of paragraph 9.3.5. We would concur with this assessment; theatres contribute towards the social and cultural wellbeing of local people. Small community-oriented venues such as the Corn Exchange provide opportunities for local people to engage in the arts, to participate and to volunteer. The Corn Exchange is well regarded by local people. This policy translates paragraphs 20 and 92 of the NPPF (2019) into the local context.</p>	Noted
WS4	<p>We welcome part 2 of this policy which will further reinforce the objectives of Policy CF1 should development come forward which would compromise the operation of Wallingford’s valued facilities. Specifically, from our perspective we would be concerned about reuse/infill/redevelopment of the site bounding the Corn Exchange which would be incompatible with the Corn Exchange’s function, although conflicts could also arise for proposals in proximity to other noise-generating uses such as pubs. The need to protect the interests of existing uses is articulated through paragraph 182 of the NPPF (2019); we consider there is an opportunity to further amend this policy by incorporating the ‘Agent of Change’ principle particularly as it is missing from the Publication Version of the South Oxfordshire Local Plan 2034.</p>	Para 2.4.28 added
TC3	<p>We note part 2 of this policy seeks flexible accommodation including theatre use. We recommend engaging the Trust at an early stage to help ensure the facility is fit-for-purpose and sustainable. We would however urge some caution in that it should be ensured this site complements rather than undermines the activities of the Corn Exchange in order to maximise the benefits to Wallingford in bringing the Regal back to use.</p>	Noted

<u>Barton Willmore on behalf of L&Q Estates (Site A1)</u>		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
	<i>Various, none of which seek substantial changes to any WNP policy or even supporting text, but which are all aimed at bolstering the case that the WNP allocates Site A1 for housing.</i>	Our Site Assessment (Appendices A & B) is robust and evidence based. It allocates sufficient land to deliver housing targets defined by SODC.
ApX A	<i>Various comments aimed at rebutting our rejection of Site A as being undeliverable.</i>	Oxfordshire County Council have objected to this site both in terms of minerals safeguarding and traffic impact likely to worsen air quality in the AQMA.
ApX B WS2	We wish to comment again that this site [Site E as allocated under WS2] has already received planning permission and therefore, we would suggest that an alternative site is considered for additional development. We consider it is unsustainable to allocate sites which have already been granted permission.	Granted "outline" not full. SODC informed us this is acceptable. This outline permission is sufficient to deliver the housing growth required by SODC. No further allocations are necessary.

<u>Carter Jonas on Behalf of Croudace Homes – (Site A2)</u>		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
WS1	Policy WS1 sets out the development strategy for Wallingford, which includes meeting a locally appropriate level of housing growth (WS1.2); the development strategy in WNP as it relates to housing has been determined by the emerging SOLP2034. However, the housing target for Wallingford in SOLP2034 has not yet been examined and may be subject to change. It is possible that some of the strategic allocations in SOLP2034 could be deleted or amended through the SOLP2034 examination process, which will have implications for the housing land supply during the plan period. As set out above, there is no strategy in WNP to meet housing and affordable housing needs in the medium and longer term i.e. beyond 2026/27 once the existing housing commitments have been completed. Wallingford is identified as a market town and is a sustainable location, and as such it should seek to provide for district-wide housing needs and not just local needs.	The Core Strategy is part of a currently valid Development Plan. No order exists to revoke the Core Strategy. The state of the ELP is uncertain, but the WNP refers to both the current Submitted Local Plan (2011) and the underlying Core Strategy. The WNP, prepared at a time when there was no reason to expect delays to the ELP, makes some limited reference to ELP policies but is nowhere critically dependent solely upon the ELP. If housing numbers in ELP are updated, the WNP will be updated too.
WS1	The housing target for SOLP2034 (and for Wallingford) in Policy STRAT2 will be examined against the NPPF and the associated PPG, and will need to be consistent with the standard methodology for calculating local housing needs. In summary, it is considered that there are three potential concerns with the housing target in Policy STRAT 2. Firstly, the standard methodology for calculating local housing needs only provides the minimum starting point for determining housing needs in an area, and further uplifts need to be assessed. Secondly, the proposed housing target has not assessed uplifts to take into account growth strategies, strategic infrastructure improvements, unmet needs from neighbouring authorities using the	This is an issue for the Local Plan - not WNP.

	standard methodology, and previous delivery levels as required in the 'When might a higher figure than the standard method need to be considered?' section of the PPG (Paragraph 010 (Id: 2a). Thirdly, the proposed housing target has not assessed whether the housing target should be increased to deliver more affordable housing as required in the 'How is the total annual need for affordable housing calculated?' section of the PPG (Paragraph 027 (Id: 2a). The latest monitoring data on affordable housing delivery (contained in the AMR for 2017/18) demonstrates that there has been a significant under-delivery of affordable housing compared with what needs to be delivered to achieve the 40% affordable housing target. There is a strong case for the housing target in SOLP2034 to be increased to address all these matters.	
2.4.10	Paragraph 2.4.10 identified some of the issues for Wallingford that WNP seeks to address, including capacity at education and health facilities, poor pedestrian and cycle routes, and the need for affordable housing. It is not clear how these issues will be addressed without some assistance from development.	Education is being addressed by OCC. Further development will mitigate only its own impact - will not alleviate existing pressures (although WNP policies CF6 & CF7 allow developers to support positively).
2.4.12 WS2	The allocation in WNP - Site Ref. E – was granted planning permission in August 2019, and therefore is a commitment and not an allocation, and it is predicted that housing at this site will be delivered in the short to medium term i.e. by 2026/27.	Granted "outline" not full. SODC informed us this is acceptable. This outline permission is sufficient to deliver the housing growth required by SODC. No further allocations are necessary.
2.4.14	The minerals safeguarding area is not a constraint to development.	County Council disagrees. NPPF para 206 supports this position.
WS2	the housing target in SOLP2034 has not been subject to examination and assessed as sound, and therefore might change.	Noted. If housing numbers in ELP are updated, the WNP will be updated too.
WS3	It is suggested that more evidence is provided to determine the appropriate densities for Wallingford.	Supporting text has been improved.
HNA	Section 3.3: Housing Need Assessment It is considered that an additional strategic allocation at land off Wantage Road should be included in WNP to meet local and district-wide affordable housing needs in the medium and longer term.	Disagree.
HD3	Requested HD3 be deleted.	Rejected. HD3 applies to allocated and infill sites.
HD4	There is no assessment of local need for self-building housing in Wallingford, as required by Policy H12 of SOLP2034. Therefore, it is not clear whether Policy HD4 as currently drafted would meet the local need for self-build housing in Wallingford.	The WNP seeks to support as a minimum self-build provision in line with nationally recognised delivery. Supporting text has been improved.
EV1	It is requested that land off Wantage Road (WNP Site Ref. A2) is allocated for development, to include new green spaces and wildlife corridors.	Rejected. We fail to see how building on a current green space will improve the provision of green spaces and wildlife corridors over and above what currently exists on that site.
MC1	Policy MC1 does not comply with Basic Condition (a) in that it is inconsistent with national policy.	MC1 already updated based on other feedback already considered.
CF7	It is requested that Policy CF7 should be deleted.	Rejected. County Council support this policy.

<u>Carter Jonas of behalf of St. Joseph's/Berkeley Group (Site B)</u>		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
	this submission has respectfully suggested to the Steering Group that amendments to the WNP are necessary to comply with the 'basic conditions', the proposed new text is <u>underlined</u> and deleted text is struck through	Noted (<i>following comments to read accordingly</i>)
	<p>The strategic policies in the CS are based on the revoked South East Plan (SEP) and are therefore out of date. The National Planning Policy Framework (NPPF) states at paragraph 33 that Local Plans and strategic policies should be reviewed every five years. This review is taking place and based on up to date evidence the ELP focuses growth at Didcot and Culham, as well as at strategic allocations close to Oxford.</p> <p>However, there is considerable uncertainty surrounding the future of the ELP, as a result of its growth strategy, and associated strategic policies. SODC has not reached a decision whether to proceed with the ELP and as a consequence the Secretary of State is considering whether to exercise his powers under the Planning and Compulsory Purchase Act 2004 which would require the ELP to be submitted to him for approval.</p> <p>The Planning Practice Guidance advises that when considering whether a neighbourhood plan meets the basic condition to be in general conformity with the Local Plan, an examiner must have regard to:</p> <ul style="list-style-type: none"> • whether the neighbourhood plan policy supports and upholds the general principle that the strategic policy is concerned with; • the degree, if any, of conflict between the draft neighbourhood plan policy and the strategic policy; • whether the draft neighbourhood plan policy provides an additional level of detail and/or a distinct local approach to that set out in the strategic policy without undermining that policy; • the rationale for the approach taken in the draft neighbourhood plan and the evidence to justify that approach <p>Given the age of the CS and its evidence base, and the uncertainty surrounding the ELP, we would suggest that submission of the WNP be delayed until such time as there is greater confidence about the future of the ELP.</p>	<p>The Core Strategy is part of a currently valid Development Plan. No order exists to revoke the Core Strategy.</p> <p>The state of the ELP is uncertain, but the WNP refers to both the current Submitted Local Plan (2011) and the underlying Core Strategy. The WNP, prepared at a time when there was no reason to expect delays to the ELP, makes some limited reference to ELP policies but is nowhere critically dependent solely upon the ELP.</p> <p>The WNP is based upon a currently valid SLP and CS and will be submitted for Inspection accordingly.</p>
WS3	<u>"Proposals for residential development should optimise the capacity of sites. Housing density on new development sites of more than 10 homes shall be a minimum of 25 dwellings per hectare and shall take account of local circumstances, including protection of the local historic environment, landscape, local character and access to services and facilities. Higher densities will be sought where there is access to frequent public transport services and a range of services and facilities."</u>	Whilst we agree that the NPPF states that planning policies should support efficient use of land, this does not necessarily translate in to higher housing densities. Optimise with respect to what? The NPSG feels that the supporting text in paras 2.4.25, 2.4.26 renders these insertions unnecessary.

		<p>The reference to “frequent public transport” is unquantified with respect to increased density. What level of frequency is required to support a proposed level of increased density?</p> <p>The reference to “a range of services and facilities” is unquantified. Existing residents are served by services and facilities but the suggested insertion makes no assessment of the sustainability of increased density on infrastructure.</p> <p>We reject the suggested amendments.</p>
HD3.1	<p>“A mix of housing types and sizes to meet the needs of current and future households will be provided <u>supported</u> within new developments. as detailed in South Oxfordshire development plan.”</p>	<p>Agree to re-word as:</p> <p>“A mix of housing types and sizes to meet the needs of current and future households will be provided within new developments.”</p>
HD3.7	<p>“integrates affordable housing such that it is inclusive and non-discriminatory in terms of appearance and accessibility with <u>indistinguishable in appearance from</u> the market housing on that site.”</p>	<p>This policy wording recognises NPPF para 91 in “decisions should aim to achieve healthy, inclusive and safe places” in that it seeks to avoid segregation. Replacement as suggested, particularly the deletion of “accessibility”, is contrary to Wallingford’s strong sense of community which the WNP seeks to preserve and enhance.</p> <p>We reject the suggested amendments</p>
HD3.8	<p>“does not isolate affordable housing, nor concentrate it <u>in</u> clusters of more than 15 dwellings or 10% of the development total whichever is smaller, <u>unless it is necessary for management purposes or to address local authority/registered provider requirements.</u>”</p>	<p>For identical reasons to above, we reject this suggestion (excepting the grammatical correction of “in”). We see no practical reasons why “management purposes” justify segregation within standard residential developments, whilst any local authority requirements would be addressed through their own planning processes and policies, thereby rendering this clause unnecessary.</p>
3.5.7	<p>“A wide mix of housing types is needed in order to meet the requirements and aspirations of the community by increasing the option for housing mobility within the town. <u>The housing mix in development shall have regard to South Oxfordshire District Council’s latest evidence of need.</u>”</p>	<p>Additional clause is unnecessary – evidence of need will always form part of the District Council Development Plans.</p>
HD4	<p>“New housing development proposals of more than 10 dwellings should include <u>that make provision for self-build and/or custom-build plots will be supported.</u>”</p>	<p>Rejected as too weak. New para 3.5.10 refers to national provision of self-build and we feel that the WNP should be supporting at least this level.</p>
MC5	<p>we would request that Policy MC5 be amended to reflect the Oxfordshire County Council residential parking standards.</p>	<p>These are the same standards used in the adjacent Cholsey Neighbourhood Plan (adopted 2019) and are therefore already established to be appropriate locally.</p> <p>We reject the suggested amendment.</p>

MC7.3	<p><u>“Provision of EV charging points for public bicycle parking in new residential developments will be supported. All new residential developments with public bicycle storage will provide at least one EV charge point for every five bicycle spaces.”</u></p>	<p>The WNP seeks to encourage sustainable, low carbon, forms of transport and MC7.3 is consistent with NPPF para 108(a), as well as with NPPF chapter 9 in general. Electric bicycles are in increasingly popular option and the suggested amendment removes an obligation upon large scale developments to provide appropriate infrastructure.</p> <p>Our text is more likely to help achieve nationally stated aims of achieving carbon neutral transport.</p> <p>We reject the suggested amendment.</p>
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<u>Turley on behalf of David Wilson Homes (Southern) – (Site D)</u>		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
		<p><i>Note that since NPSG reviewed these comments, the outline planning application (P18/S2506/O) from this developer for this site has been refused by SODC.</i></p>
	<p>The basic conditions set out that a Neighbourhood Plan should contribute to the achievement of sustainable development. In our view, that partly means that a Neighbourhood Plan should play a role in meeting the identified needs of the area. This version of the WNP appears to be rooted in either the out of date adopted Plans, or the emerging Local Plan, the future and content of which is uncertain.</p> <p>... Neither the WNP, nor the supporting documents published in support of this consultation demonstrate that these matters [<i>the relation between the WNP and SODC’s policies</i>] have been discussed between the Town and District Councils.</p>	<p>The WNP is consistent, and compliant, with both the adopted Local Plan 2011 and the Emerging Local Plan. The WNP plays a role in meeting the defined housing need through the allocation of Site E (Policy WS2).</p> <p>This is incorrect. SODC officers have provided input throughout the WNP development and have advised that the WNP policies are generally complementary to, and in support of, their own.</p>
	<p>Our understanding is that Sites A and E are both promoted and controlled by Berkeley Homes (or companies controlled by Berkeley) and as such, the Town Council relies on a single developer to deliver the housing required at Wallingford as identified through the HNA. This approach does not establish a flexible and responsive context to allow housing to be delivered.</p>	<p>This is incorrect. Possibly they refer to Sites B & E which are owned by sub-entities of Berkeley Homes. In any case, this is a commercial concern, not a land-use policy relevant to the validity of a Neighbourhood Plan.</p>
HD1	<p>DWS raise significant concerns regarding Policy HD1.3 which requires development to “be in accordance with the process and principles of the South Oxfordshire Design Guide, the Outer Wallingford Area Character Assessment, the Wallingford Conservation Area Appraisal and the Winterbrook Character Assessment.” The documents referred to in Policy HD1.3 are not Local Plan Documents and have not been subject to examination, and in some cases, not been consulted upon. However, the effect of HD1.3 is to elevate the status of these documents to Development Plan policies.</p>	<p>Our documents are consistent with the National Design Guide.</p> <p>Our documents provide details relevant to the local context.</p>
HA3	<p>This Policy refers to views and vistas as defined in a separate document (Map 12 of the Wallingford Conservation Area Appraisal, April 2018). We consider that if the Neighbourhood</p>	<p>The WNP makes clear reference to the relevant documents and does not need to reproduce work available therein.</p>

	Plan is to establish policies in relation to such views and vistas then they should be identified on material within or appended to the Neighbourhood Plan.	
EE1	DWS is concerned that this reliance is on the basis that Site C has planning permission for existing employment floorspace. However we understand that this permission seeks to address the needs of a specific occupier and so does not allow for any flexibility or further scope for the expansion of the employment floorspace available at Wallingford.	The WNP allocates land in accordance with SODC requirements for Wallingford, not a specific development.
MC6	We note that this Policy seeks to safeguard a strip of land parallel to the west of the railway line, as a sustainable transport corridor for use by pedestrians and cyclists and establishes that no development should take place in this corridor which would preclude its use for transport and movement. As far as we can establish the extent of the land to be safeguarded has not been identified and as such we reserve the opportunity to comment further in due course.	The land in question is also currently safeguarded by SODC Adopted Local Plan Policies Map, dated December 2012, of the Core Strategy.
ApX A	The Core Strategy is substantially out of date. Sites were allocated in that document in 2012 to meet the needs of the area as established at that time. Furthermore, the Core Strategy plays no role in meeting needs over the plan period of the WNP. As set out elsewhere, there is significant uncertainty over the content of the emerging Local Plan. The current application is supported by a Noise Impact Assessment and Air Quality Assessment prepared by competent professionals, neither of which has indicated that the site would be subject to noise and disturbance from the nearby Hithercroft Industrial Estate, or the employment activities proposed on the site itself. Furthermore, SODC's Environmental Health Officer has raised no concerns in this regard from the proposed development. It is therefore not a sound reason to discount the site. DWS do not agree that there is no connectivity between the site and the town centre. The nearest bus stops are approximately 700m from the site access point. However, the development proposals provide for new bus stops in either direction on Hithercroft Road. These new facilities will be within 600m from the site access, and would be accessible via the direct footway and cycle path proposed as part of the development. In addition, Wallingford town centre is comfortably within a 30-minute walk of the site and indeed the main shopping area is a shorter walk (less than 20 minutes) of the development site which is the location of the main local amenities serving the site.	The Core Strategy is part of a currently valid Development Plan. No order exists to revoke the Core Strategy. The WNP meets the needs of both the SLP and the ELP. Many of neighbouring buildings are B2 uses are potentially capable generating significant noise and other nuisances. Bus stops are less important than <i>bus services</i> . 700m is not a viable walking distance. OCC advice is for bus stops to be within 400m of every home.
	Consultation Material As far as we can establish, it [the WNP] is not supported by a Proposals Map to indicate how these should be interpreted. There is no material published in relation to the other policies and requirements referred to in the WNP and as such it cannot be concluded whether these policies would achieve the basis conditions or be justified.	This is Map 2 in the Reg 14 document. It is now explicitly labelled as the "Proposals Map" It is not a requirement for the Regulation 14 consultation to include a Consultation Statement. All Policies within the WNP main text (available for the Reg 14) made reference to SODC and NPPF policies which could be examined for compliance.

	<p>Strategic Environment Assessment</p> <p><i>Multiple comments.</i></p>	<p>It is not for the NPSG to respond to the SEA points as this is not our document, however this (and all other Reg 14 responses) were passed to the SEA consultant who took them in to consideration in preparing the final version.</p>
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<u>Carter Jonas of behalf of Berkeley Homes (Oxford & Chiltern) (Site E)</u>		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
	<p>this submission has respectfully suggested to the Steering Group that amendments to the WNP are necessary to comply with the 'basic conditions', the proposed new text is <u>underlined</u> and deleted text is struck through</p>	<p>Noted (<i>following comments to read accordingly</i>)</p> <p><i>note – many of these comments are identical to those raised by the same consultant in relation to Site B above.</i></p>
	<p>The strategic policies in the CS are based on the revoked South East Plan (SEP) and are therefore out of date. The National Planning Policy Framework (NPPF) states at paragraph 33 that Local Plans and strategic policies should be reviewed every five years. This review is taking place and based on up to date evidence the ELP focuses growth at Didcot and Culham, as well as at strategic allocations close to Oxford.</p> <p>However, there is considerable uncertainty surrounding the future of the ELP, as a result of its growth strategy, and associated strategic policies. SODC has not reached a decision whether to proceed with the ELP and as a consequence the Secretary of State is considering whether to exercise his powers under the Planning and Compulsory Purchase Act 2004 which would require the ELP to be submitted to him for approval.</p> <p>The Planning Practice Guidance advises that when considering whether a neighbourhood plan meets the basic condition to be in general conformity with the Local Plan, an examiner must have regard to:</p> <ul style="list-style-type: none"> • whether the neighbourhood plan policy supports and upholds the general principle that the strategic policy is concerned with; • the degree, if any, of conflict between the draft neighbourhood plan policy and the strategic policy; • whether the draft neighbourhood plan policy provides an additional level of detail and/or a distinct local approach to that set out in the strategic policy without undermining that policy; • the rationale for the approach taken in the draft neighbourhood plan and the evidence to justify that approach 	<p>The Core Strategy is part of a currently valid Development Plan. No order exists to revoke the Core Strategy.</p> <p>The state of the ELP is uncertain, but the WNP refers to both the current Submitted Local Plan (2011) and the underlying Core Strategy. The WNP, prepared at a time when there was no reason to expect delays to the ELP, makes some limited reference to ELP policies but is nowhere critically dependent solely upon the ELP.</p> <p>The WNP is based upon a currently valid SLP and CS and will be submitted for Inspection accordingly.</p>

	Given the age of the CS and its evidence base, and the uncertainty surrounding the ELP, we would suggest that submission of the WNP be delayed until such time as there is greater confidence about the future of the ELP.	
2.4.20	"In November 2017, due to the lack of a 5-year land supply, SODC resolved to grant planning permission (subject to legal agreements) for up to Outline planning permission was granted in August 2019 for 502 homes at Site E, land to the north and south of Winterbrook Lane, north of the bypass (A4130)."	Accepted (is now para 2.4.18)
WS2.3	"vehicular access is provided via a new junction at the bypass (A 4130) / Wallingford Road roundabout with maintaining the existing formal pedestrian crossing facilities across the roundabout bypass"	Reject - no current formal crossing - our text requests one to enable safe pedestrian access.
WS2.4	"footpath and cycle links through the site and linking to adjacent housing to the west at Portcullis Drive and Brookmead Drive to the north will be provided to ensure the development is well connected to the town facilities."	Reject - inaccurate & unnecessary.
WS2.5	"substantial buffer planting and green infrastructure along Bradford's Brook and the bypass is provided to ensure that the development is unobtrusive in the wider responds to the landscape setting of the town."	Reject - is vague and unhelpful.
WS2.6	"and provision of green corridors through the development area are provided to improve biodiversity links and provide attractive walking and cycling routes"	Accept as a new clause for clarity.
WS2.7	"development respects the setting of nearby listed buildings. does not harm the setting for listed buildings in the vicinity of the site"	Reject as too weak. "Harm" is an acknowledged planning term with regard to heritage assets, "respect" is not.
WS2.10	"provide a mix of unit types and sizes to meet identified housing need in accordance with Policy HD3."	Reject – unnecessary given Policy HD3.
WS3	"Proposals for residential development should optimise the capacity of sites. Housing density on new development sites of more than 10 homes shall be a minimum of 25 dwellings per hectare and shall take account of local circumstances, including protection of the local historic environment, landscape, local character and access to services and facilities. Higher densities will be sought where there is access to frequent public transport services and a range of services and facilities."	<p>Whilst we agree that the NPPF states that planning policies should support efficient use of land, this does not necessarily translate in to higher housing densities. Optimise with respect to what? The NPSG feels that the supporting text in paras 2.4.25, 2.4.26 renders these insertions unnecessary.</p> <p>The reference to "frequent public transport" is unquantified with respect to increased density. What level of frequency is required to support a proposed level of increased density?</p> <p>The reference to "a range of services and facilities" is unquantified. Existing residents are served by services and facilities but the suggested insertion makes no assessment of the sustainability of increased density on infrastructure.</p> <p>We reject the suggested amendments.</p>
HD3.1	"A mix of housing types and sizes to meet the needs of current and future households will be provided supported within new developments. as detailed in South Oxfordshire development plan."	<p>Agree to re-word as:</p> <p>"A mix of housing types and sizes to meet the needs of current and future households will be provided within new</p>

		developments.” We reject the replacement of “provided” by “supported” as being too weak and be less likely to meet SODCs requirements.
HD3.7	“integrates affordable housing such that it is inclusive and non-discriminatory in terms of appearance and accessibility with <u>indistinguishable in appearance from</u> the market housing on that site.”	This policy wording recognises NPPF para 91 in “decisions should aim to achieve healthy, inclusive and safe places” in that it seeks to avoid segregation. Replacement as suggested, particularly the deletion of “accessibility”, is contrary to Wallingford’s strong sense of community which the WNP seeks to preserve and enhance. We reject the suggested amendments
HD3.8	“does not isolate affordable housing, nor concentrate it <u>in</u> clusters of more than 15 dwellings or 10% of the development total whichever is smaller, <u>unless it is necessary for management purposes or to address local authority/registered provider requirements.</u> ”	For identical reasons to above, we reject this suggestion (excepting the grammatical correction of “in”). We see no practical reasons why “management purposes” justify segregation within standard residential developments, whilst any local authority requirements would be addressed through their own planning processes and policies, thereby rendering this clause unnecessary.
3.5.7	“A wide mix of housing types is needed in order to meet the requirements and aspirations of the community by increasing the option for housing mobility within the town. <u>The housing mix in development shall have regard to South Oxfordshire District Council’s latest evidence of need.</u> ”	Additional clause is unnecessary – evidence of need will always form part of the District Council Development Plans.
HD4	“New housing development proposals of more than 10 dwellings should include that make provision for self-build and/or custom-build plots <u>will be supported.</u> ”	Rejected as too weak. New para 3.5.10 refers to national provision of self-build and we feel that the WNP should be supporting at least this level.
	Map 6 appears to conflict with the parameter plans approved under the outline consent for Site E. On the basis that the WNP is allocating Site E for 502 homes, which has planning permission that demonstrates how it would be delivered, Map 6 should not identify land for new green space that conflicts with the allocation and the planning permission that underpins it.	We do not feel that the allocation of areas on Site E for green space conflict with the outline planning permission. The approval is for 502 homes with details of the layout to be confirmed in a full application. The WNP can influence this decision to support the proposed Green Network. We have repeatedly asked the developer to meet with the NPSG to discuss plans for Site E but they have consistently declined to engage with us.
MC5	we would request that Policy MC5 be amended to reflect the Oxfordshire County Council residential parking standards.	These are the same standards used in the adjacent Cholsey Neighbourhood Plan (adopted 2019) and are therefore already established to be appropriate locally. We reject the suggested amendment.
MC7.3	“ <u>Provision of EV charging points for public bicycle parking in new residential developments will be supported. All new residential developments with public bicycle storage will provide at least one EV charge point for every five bicycle spaces.</u> ”	The WNP seeks to encourage sustainable, low carbon, forms of transport and MC7.3 is consistent with NPPF para 108(a), as well as with NPPF chapter 9 in general. Electric bicycles are in

		<p>increasingly popular option and the suggested amendment removes an obligation upon large scale developments to provide appropriate infrastructure.</p> <p>Our text is more likely to help achieve nationally stated aims of achieving carbon neutral transport. We reject the suggested amendment.</p>
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<u>Simply Planning on behalf of Trademarq (re Planning Application P19/S2539/FUL)</u>		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
EE2	<p>Whilst our client is generally supportive of Policy EE2, the policy should also acknowledge that other employment generating uses may also be appropriate at Hithercroft. Many operators do not fit comfortably within the traditional employment definitions of B1, B2 and B8 and the policy should, in our view, recognise that such uses can also play an important role in the economic regeneration of the area. On this point, it is notable that the supporting text within the WNP (referred to above) notes that a number of businesses do make ancillary sales from their existing premises at Hithercroft. Therefore, as drafted, the policy appears too inflexible. It should be amended to expressly recognise that sui generis uses that are similar to strict employment uses and that have a significant job creating potential may also be appropriate to the defined Industrial Estate.</p>	<p>Noted but disagree. WNP does not support retail warehouses at Hithercroft as these would undermine the retail function of the town centre. Sui generis uses would need to be considered on their individual merits.</p>
MC6	<p><i>Various comments concerned about MC6 and the preservation of land adjacent to the railway which would impact their application.</i></p>	<p>We note policy CF6 is safeguarded by SODC Adopted Local Plan Policies Map, dated December 2012, of the Core Strategy.</p> <p>On being made aware of this issue, in Wallingford Town Council's response to their planning application on 2/9/19, the applicant subsequently submitted a revised application on 15/11/19 which acknowledged this and removed all further objections in their Reg 14 response.</p> <p>The revised application was granted on 10/1/20 and we therefore feel no need to consider further comments relating to MC6.</p>

<u>Bidwells on behalf of HR Wallingford (in relation to Howbery Park, Crowmarsh)</u>		
WNP ref #	Comments	Neighbourhood Plan Steering Group (NPSG) response
	<p>We note there is currently only one reference to Howbery Park (Para 6.2.19 'Employment cluster close to Wallingford'). We feel this underplays significance of the Park and its contribution to the town's economy.</p> <p>We therefore request that Para 6.2.19 of the draft Wallingford Neighbourhood Plan is expanded so that more is made of the Park's current importance to Wallingford's economy, and a recognition that this could be further enhanced in the future.</p>	<p>We have slightly reworded (what is now) para 6.2.16 to emphasise the sustainable location of Howbery Park and the valued contribution it makes to Wallingford's economy but it remains outside the WNP area and we do not see that we can make any more meaningful reference to it.</p>

**Comments from individual members of the public.
Received by email, or by hardcopy from the open event of 28/9/19**

Comments	Neighbourhood Plan Steering Group (NPSG) response
<p>Please give serious consideration to: Extra parking, Access to GP's in Wallingford Good bus services Provision of education, all levels Drainage where flooding occurs Preserving open spaces Leisure facilities Our heritage Air pollution levels at the bridge and near schools</p>	<p>Extra parking – although we recognise the widespread strong feeling, we have not been able to find sufficient evidence to justify a dedicated policy (and this is also a statutory function of SODC). Section 7.7 discusses.</p> <p>Access to GP surgeries is not a land use issue for consideration in a Neighbourhood Plan, but we do aim to support via CF6.</p> <p>Education is a matter for County Council but we aim to support through CF7.</p> <p>Drainage and flooding must be addressed by Thames Water as part of development.</p> <p>We feel the WNP recognises our heritage and places it at the centre of our policies.</p> <p>Open spaces are recognised and protected.</p> <p>Many policies emphasise the need for sustainable transport solutions which will improve air quality.</p>
<p>I believe there is currently insufficient hotel accommodation in the town. I work at Fugro - an international company employing >10,000 worldwide, finding accommodation for these business travellers is hard.</p> <p>Also where do Midsomer Murders and Agatha Christie tourists stay?</p>	<p>Insufficient evidence. Budget hotel known not to be interested.</p> <p>Policy TC7 aims to limit the ability for change of use of existing accommodation.</p>

<p>Please give serious consideration to: Surgery enlargement - appropriate Transport connections by bus Parking in the centre of Wallingford School provision for additional children Pollution especially in Wallingford Bridge area/town centre Adequate planning & action to deal with areas prone to flooding and drainage issues</p>	<p>Surgery enlargement is not a valid concern for the WNP (we note a planning application has been submitted for its expansion). We do aim to support via CF6</p> <p>Education is a matter for County Council but we aim to support through CF7.</p> <p>Improved bus services enabled in policies WS1 and MC2.</p> <p>Extra parking – although we recognise the widespread strong feeling, we have not been able to find sufficient evidence to justify a dedicated policy (and this is also a statutory function of SODC). Section 7.7 discusses.</p> <p>Many policies emphasise the need for sustainable transport solutions which will improve air quality.</p>
<p>We would like to fully support this plan and thank the people who worked so hard to make this happen.</p> <p>We fully agree with the sentence 'ensure the level of I.S. & services are maintained and improved so that the residents of Wallingford and its dependent villages & rural areas do not have to travel further to access services.'</p>	<p>Noted (and thanks)</p>
<p>I am particularly interested in retaining green spaces and wildlife corridors within Wallingford. There is a need (re.Climate Change) for more trees to be planted, and corridors on the edge of residential developments wide enough for wildlife (and footpaths for residents to enjoy both the wildlife and a recreational walk).</p> <p>Personally I would like to see more affordable housing built with gardens - for young families to grow trees, produce, flowers etc, as well as a space for children to play.</p>	<p>Wallingford Green Network aims for similar goals but we feel that specifically targeting tree planting is not within the remit of a Neighbourhood Plan.</p> <p>The WNP cannot specify percentages of affordable housing but our policy HD3 aims to support it and is underpinned by own HNA which confirms there is a need.</p>
<p>The plan has not addressed changing technology/travel, eg powered commuter scooter use (other than electric charging points).</p> <p>Thank you for all the work that has gone into this. Overall this is an excellent plan. We welcome its adoption & the protection it affords residents.</p>	<p>Have considered for cycles but do not believe other technologies (eg scooters) are yet mature enough – nor is there any evidence.</p> <p>Noted.</p>

<p>The plan does not seem to consider the climate & ecological emergency, and instead assumes that we can carry on with business as usual, with a few little tweaks here & there.</p> <p>Our car-based culture will end soon.</p> <p>Whether we prepare for it or not is up to us, and this plan does not seem to recognise that our fossil fuel dependency & our adherence to an economic model of continued growth are the causes of the sixth great extinction of species in our planet's history. This extinction may likely include homosapiens. I really appreciate the hard work that has gone into this plan. On one level, it's very commendable. But for our survival we need to be thinking & doing something much more in tune with the scientific truth of climate change. We really don't have any time left.</p>	<p>The plan places considerable emphasis on sustainable development (Policies WS1, HD1, HD2, EE2, EE3, MC1,2,3,4,6)</p> <p>This is speculative and the WNP recognises that the car remains an essential mode of transport for many people.</p> <p>Beyond strengthening SODC's policies on sustainability, as we think we have done, we do not see what can be done within a Neighbourhood Plan to address these concerns.</p>
<p>Site A gravel - not a good site for development Length of time WNP has taken Move secondary school to ring road area/free space for housing & parking Parking allocation - retirement homes town centre. People retire at 55? 2 cars for 40 years Housing - 2 + cars per household minimum, need more home & general parking Drainage of rainwater - ^ not best provision Removal of sewage - needs to be pumped away from town Medical centre or satellite location needed Pedestrian crossing to serve Lidl/Hithercroft area Extended moorings & services. Repair waterway Priority housing for young families in town centre Encourage independent retail employment Remove/discourage unnecessary signage eg Waitrose car park showing 'entrance' The plan looks a commitment to pedestrianise the town centre (Sam)</p>	<p>Agreed. ? For OCC Section 7.7 discusses, see TC5, MC4 & MC5 As above For Thames Water For Thames Water Medical Centre has planning application for expansion Lidl have S106 agreement with OCC for crossing Town Council are considering Policy HD3 refers WNP can protect the shopping area but not pick retailers Rely upon SODC policies re signage in the conservation area [lacks?] – Is the “Vision in Ch8” but little demand in consultations</p>
<p>A cogent and well brought together piece of policies. The overall theme of green infrastructure and environmental well-being is effective and one which should be applauded and promoted by all levels of Local Government.</p> <p>This environmental awareness should go hand in hand with continued economic development, support for leisure and tourism and appropriate provision for health and education, so that Wallingford continues to thrive as a diverse and welcoming community.</p> <p>Thank you to all those who have been extremely tenacious and who have spent many hours of their time on behalf of the community in Wallingford.</p>	<p>Noted.</p>
<p>Estate design shall prioritise S facing roof with solar panels - and electricity or heat storage for zero carbon achievement.</p>	<p>Is in SODC design guide.</p>

<p>Thanks for this.</p> <p>I am not sure that this plan provides enough green networks or sustainable travel options. It looks to me, as though a green marker pen has been drawn over the green bits you can't get at. I see no obvious evidence that/of:</p> <ul style="list-style-type: none"> the rural setting has been conserved enhanced green networking enhanced town centre <p>making town centre accessible to new development</p> <ul style="list-style-type: none"> enhanced leisure facilities improve infrastructure car travel will be increased <p>There is nothing to encourage cycling & public transport. Nothing seems to connect beyond the ring road.</p>	<p>Not clear what this means. Most of the land <i>within</i> the Plan area is of a typical built-up, small town and not itself rural in character. Our policies have very limited weight <i>outside</i> the area. We frequently refer to the two AONBs and the need to respect their setting.</p> <p>We feel the WNP supports development within the town centre. Not clear what these 3 mean as a whole – are they inconsistent?</p> <p>Disagree on the first point – see policies MC1,2,3,4,6. On second point, difficult within a Plan that necessarily can only influence within its area but Objective MC09 updated to include “... including safe links to recreational areas and the network of public rights of way, residential areas and transport hubs outside the Plan area”</p>
<p>The track that runs from the junction of Station Road and Fir Tree Avenue follows the rear gardens of Station Road (SW), the end of Queens Road, and onward to Brightwell Cum Sotwell. It is potentially to be seen as ancient runs one past the first church on west(ish). It is lightly in the approved? plan for Site B. It could be another major pedestrian/cycle? route toward the west(ish). I'll think further and respond by 20/10/19</p>	<p>Planned as part of the approved application for Site B.</p>
<p>I support the Wallingford Neighbourhood Plan. I think it is well thought out and is appropriate for the town's growth. The housing will be within walking distance to the town centre and there is good access to to a bus service. Vehicles will benefit from roundabout access on the bypass. The site allocated for business growth is very appropriate.</p>	<p>Noted.</p>
<p>I overheard a remark saying that 'Wallingford needs to grow and expand' I think this is the root cause of all the problems. I cannot refer to specific policies, consultations or regulations but why does Wallingford need to 'grow and expand'?</p> <p>I do not like car transport BUT there are many people that cannot walk or cycle and it must be accepted that car/bus etc is still essential. Most if not all retired people cannot afford to buy electric cars. I will not cycle having had 'near misses' whilst on the road.</p> <p>I'm sorry that I haven't read the plan - I find it very hard to understand despite being a fairly well educated and mature adult.</p>	<p>The WNP recognises that the car remains an essential mode of transport for many people whilst encouraging more sustainable modes of transport.</p> <p>We have simplified where possible but recognise that we of the NPSG are now “too familiar” with the WNP to see through layman's eyes. We would welcome fresh viewpoints from the community in the future.</p>

<p>It is clear that an awful lot of work has gone into the plan - thank you!</p> <p>Green spaces - Happy they are being recognised. My concern is losing The Paddock and St Georges field. Part of this used to be car parking for staff and 6th form in the 80's but not all!</p> <p>Concern about more and more flats & housing approved by SODC in the town centre. This means cars are using the few car parks in the town. This discourages shoppers.</p> <p>Community Hall - Regal replacement, we do need a community hall in the centre of town, but this location (current) is not ideal. An attractive community hall would be welcome. Please consider the history of the Regal before demolishing - retain original Regal sign and Art Deco features for the new building??? Thank you!</p>	<p>Designated as Local Green Space in the Plan.</p> <p>Policies TC5 and MC5 aim to support parking with redevelopment and to minimise use of public car parks.</p> <p>Town Council has not identified any deliverable alternatives “in the centre of town”. The intention of the redevelopment plans is to recognise the existing heritage.</p>
<p>Specifically Ayres Yard - It is my belief that the landlord intends to sell/redevelop this site in 3/4 years as they have required all new leases to opt out of the right to maintain the use of the building after the lease has expired.</p> <p>General comments - Maintain balance of facilities to head count and encourage use of public transport between Wallingford and outlying villages/towns. More buses/smaller/more frequent.</p>	<p>Ayres Yard is designated by the WNP for employment uses. We have not received any objections from the owner.</p> <p>Improved bus services enabled in policies WS1 and MC2. Frequency & type of bus is a matter for the bus companies.</p>
<p>In addition to the green network proposed (map 6) I would like to see tree planting along all roads through Wallingford where possible, especially major roads like Wantage Road and Reading Road. This would result in a more pleasant experience offering shade to walkers, and reduce heating of tarmac roads, so keeping the temperature within the town lower. This would also benefit wildlife such as birds, mammals and insects.</p>	<p>Wallingford Green Network aims for similar goals but we feel that specifically targeting tree planting is not within the remit of a Neighbourhood Plan.</p>
<p>I found the exhibition clear and informative. Thanks to those who put in so much work. Whilst it has risen to prominence late in the day I would suggest that two items affecting the climate emergency merit attention. The first is the planting of many more trees. The Town Council could take the lead in asking for donations towards the cost involved because it is an immediate reaction to what has to be done.</p> <p>Emissions from road transport make a large contribution to pollution. If the issue of taking action to reduce the impact of car and other vehicles on the air quality in the town centre could be placed on the agenda it would be worth pursuing. Low emission zones, more discipline over parking which causes congestion and some traffic restrictions could also be on the agenda.</p>	<p>We do not feel this a Neighbourhood Plan policy area.</p> <p>Many policies emphasise the need for sustainable transport solutions which will improve air quality. Objectives of the “Movement & Connectivity” chapter recognise this and the policies therein aim to address where appropriate.</p>
<p>2.4.16 - should be 'sewage treatment'</p>	<p>Agreed.</p>
<p>4.2.12 - It is incorrect to claim 'can train on a quiet stretch of the river'. OU trains here as it the longest reach of the Thames between locks.</p>	<p>Updated with new text at 9.3.14 & 9.3.15</p>
<p>5.2.3 - I think the covenant covers the 'holding of regattas'. For example, there are two Heads each year at present, but possibly more in the future (eg former Pub Regatta, former Raft Race). I suggest the reference to a single regatta is deleted, as it may get carried forward into future publications.</p>	<p>Updated.</p>

7.6.2i - the AC Trail runs from Wallingford Museum - see the Town Council's own leaflet for the AC Trail.	Accepted.
Use of word 'associated' is misleading - Wallingford Museum primarily presents the town's history, but also houses a AC display.	Already updated.
7.6.2xii - There are two regattas at present - Long Distance Sculls in Sept, and Winter Head in December.	Accepted.
7.6.5 - should read 'Town Information Centre'	Accepted.
7.6.7 - should read '42 years'	Accepted.
- should stress that the Museum activities are about presenting and interpreting the Town's history, as this para gives impression it is primarily about Agatha Christie (note: no need to keep saying Dame in front of AC !)	Agreed.
9.2.3 - mention that there is no practical public slipway in Wallingford. Can this be recorded as an aspiration to be remedied?	Text updated but we have no evidence of need for a public slipway.
9.2.11 - mention that Hithercroft is a District-wide facility, and by no means used exclusively by town residents	Noted.
9.2.18 - many Clubs meet outside Wallingford, eg Wallingford U3A in Crowmarsh, Wallingford Photographic Club in Crowmarsh, Wallingford Bridge Club in Roke!	Noted.
9.2.23 - AC Trail starts at Wallingford Museum to Cholsey churchyard, passing relevant sites en route, eg Masonic Hall, Corn Exchange, Winterbrook House, etc. See Town Council leaflet.	Noted but excessively detailed!
10.3.9/10 - Seems a very strong aspiration, such that will Businesses survive the drop in passing trade? For a start, how about aiming for 20mph zones on the two rat-runs that use residential streets ie, Harwell estate, and Charter Way / Borough Av?	Noted but we feel as an aspiration it should be aiming high.
EV1.5 ensure new development provides a measurable net gain for biodiversity within the built environment where possible	Rejected – would be too prescriptive.
I think 'where possible' should be removed – gives too much leeway for developers to say net gain isn't possible. Instead say '...within the boundary of each new development.'	Understood, but we cannot be overly prescriptive (as advised by SODC)
EV2.1 'Where appropriate....proposals should incorporate...'. I feel this again is not prescriptive enough and developers could find a way of avoiding these elements of the policy.	Understood, but we cannot be overly prescriptive (as advised by SODC)

<p>The Wallingford Sports Trust is concerned that the neighbourhood plan does not recognise the breadth of our facilities and portrays the Sports Park as only an outdoor sport provider. We would like the neighbourhood plan to include our main ambitions for the future since these are relevant land use activities.</p> <p>The Sports Park has a good range of community use rooms including a large hall and two smaller meeting rooms. We are aware that there are a number of community buildings around the town competing for users and the small sources of funding available to maintain and improve premises. We believe that a town wide community buildings strategy is also necessary to ensure that any new buildings, including that on the Regal site, are complementary and fulfilling a need rather than competing with and potentially jeopardising the viability of existing facilities.</p> <p>The Sports Park is also in need of further changing and parking facilities which should be included in CIL projects. We are concerned with the requirement for electric charging points since this will be likely to impact on the cost of providing much needed parking, at peak times when the car park is at capacity space could not easily be reserved for electric vehicles. We believe this should be a voluntary requirement where the design allows.</p>	<p>The text has been updated to cover the breadth of facilities provided by the Sports Trust.</p> <p>The Town Council will support the Sports Park in developing its strategy and will seek the broadest community engagement to ensure that redevelopment plans for the Regal are complementary to existing facilities.</p> <p>Policy MC7 amended to be less onerous.</p>
<p>I was rather disappointed that I did not see more mentions of the need for accessibility and inclusion throughout the plan. ... The plan emphasises the health and wellbeing of the population, and as such needs to include access provision given the nature of Oxfordshire's ageing population. Good access to all the town's facilities will maintain footfall for businesses and prevent the social isolation of the less able.</p>	<p>The historic town centre makes access difficult due to narrow pavements and no dropped curbs. Strengthened Community Aspirations text to address where possible.</p> <p>Objective MC05 and policy MC4 do refer to the aspirational aspects of shared streets which would benefit accessibility. Policy MC1 makes explicit reference to accessibility.</p>
<p>I was pleased to see that in policy MC4 regarding safe travel there was a mention of parking provision for Blue Badge holders and that accessibility for all was mentioned in the section on community facilities. I was also pleased to see reference to the South Oxfordshire Design Guide, which promotes accessible design for all new developments</p>	<p>Noted.</p>
<p>Regarding the Green Network, there is no mention of a policy to ensure that it will be safe and accommodating to those using wheelchairs and mobility scooters. Access and preservation aims can often conflict, and it would be reassuring to read that there is a commitment to both in Wallingford's future.</p>	<p>The Green Network will be developed with maximum accessibility where possible. Policy CF2 also refers.</p>
<p>I was extremely disappointed to note the absence of any mention of accessibility in the housing and employment sections, other than reference to the South Oxfordshire Design Guide. Nationally, there is a real shortage of accessible housing and there is also a need to ensure that employment opportunities are also accessible to disabled people of working age.</p>	<p>All new development will be compliant with national legislation & guidance for accessibility.</p> <p>SODC policies will be applicable.</p>

<p>I expected that the policies around housing mix might explicitly mention a need for accessible housing across all types, given that disabled people find themselves in a variety of situations. Some are able to buy, some need social housing, some live alone, others, like me, need a family property. There is also a need for variety in terms of access. We need some fully adapted properties for those who are full time or nearly full-time wheelchair users, and we also need properties which simply have level access or ramped access to the entrance(s) for those who use mobility aids outside of the home.</p> <p>Consideration of these issues needs to happen at the planning stage, which is why I feel that it would be a good idea to be more explicit about these things in the Neighbourhood Plan</p>	<p>SODC policies apply to accessible housing mix.</p> <p>This is a matter for SODC.</p>
<p>I think it would be useful to define and explain explicitly what is meant by sustainable development.</p>	<p>Is defined by the NPPF.</p>
<p>The creation of a Wallingford Green Network is one of the objectives of the plan. I think this is very important and I support this objective. However, there seems to be a bit of a contradiction with this objective and the creation of a new 100 space car park in the playing field in St George's Road.</p> <p>I would propose that the playing field in St George's Road is designated as a Local Green Space.</p>	<p>Insufficient evidence to justify. Now has live planning permission.</p>
<p>Details re Benefits Realisation Plan</p>	<p>Chapter 11 has been simplified.</p>
<p>Every additional dwelling created in Wallingford should be matched by the creation of an additional workspace within the town.</p>	<p>Unrealistic, no evidence of demand, and no evidence of deliverability. Recent loss of Habitat site to residential does not support this concept.</p>
<p>New housing development proposals of more than 10 dwellings should include provision for at least 8% of self-build or custom-build plots [of which at least 4% satisfying the NaCSBA definition for genuine self-build]. Proposals should include a formula for the fair market pricing of these plots for sale to self-builders.</p>	<p>Have strengthened the supporting text for self-build policy HD4.</p>
<p>The Thames Path (our concern is the path south of Bradford Brook) is mentioned in your document under point 9.2.3 as having a poor surface.</p> <p>There are areas of this part of the path that are also now dangerous for both walkers and runners.</p> <p>The path adjacent to Bradford Brook leading from the Reading Road to the River is also unsafe.</p> <p>When are these paths going to be repaired?</p>	<p>Remedying this is not a Neighbourhood Planning concern.</p> <p>Needs to be raised with OCC.</p> <p>Monitored by Town Council but not a WTC responsibility.</p>
<p>Ayres Yard referred to under A.3.6 on page 143 should not be considered for employment but should be earmarked for carparking with the businesses relocated to the Hithercroft area.</p>	<p>Noted but disagree. No access for coaches.</p> <p>The WNP cannot influence the relocation of these businesses.</p>
<p>Renewed efforts should be made to secure an element of public carparking in St George's Road on what was school playing fields. Parking for Wallingford School could be provided on Site A near to Norries Drive.</p>	<p>Discussions are ongoing between WTC and the School Trust for public access.</p>

Once the planned housing is well advanced on sites B and E then a regular, circular bus service should be provided to bring people into the centre of the Town without needing to use cars.	Agree but not a WNP issue.
Perhaps a bolder long-term aspiration might be a carpark, coach park and visitor centre in the vicinity of the cemetery, the visitor centre 'painting a picture' of the history, archaeology and development of Wallingford and its place in history.	No evidence of viability. Not a sustainable location.
Perhaps use of the land in front of the hospital/medical practice facing Squires Walk needs to be considered. As part of that expansion a strip of this land should be used to expand the existing inadequate patient parking. This improved parking will be essential with an increased population coming from across Wallingford and beyond.	Has been designated LGS. Medical Practice has plans for expansion and development of the site.
At some stage in the future there will be (when approved planning applications are followed through) over 1000 new homes in Wallingford (Sites E and B) which roughly equates to an extra 4000 people and probably an extra 1000 or more vehicles. To support this expansion there will need to be increased provision of schools, medical services, car parking police etc. Further there will need to be measures in place to enable access to shops, to protect pedestrians and cyclists and to deal with traffic problems along the Reading road and probably a lot more besides. I was alarmed (when attending the meeting in Wallingford on Saturday 28th September at the Ridgeway Church) to be told that there were no plans for these essential supports. That such factors were beyond our remit. My view is that this massive development should not go ahead without at the same time having in place the necessary supports (as above). I would urge all concerned, developers and Councillors, to ensure that ultimately local people who care passionately about their town will not be presented with a new town that has lost forever it's special ambience	Infrastructure in the town will be improved along with new housing. Plans exist for schools and surgery expansions. Improved access is within community aspirations. Highways has been considered as part of the approved applications. We feel the WNP, particularly in its overall strategy (policy WS1) and in chapters 4, 5, 7 & 9, goes to great lengths to support only that development which recognises and enhances Wallingford's special ambience.
The current retail space should be protected, even if it is currently vacant. The residential development of the old Waitrose site and the current development of the adjacent shop has already had a negative effect on the area's retail image. Despite the planning requirements imposed, I would question the adequacy of the new retail units and the developer's enthusiasm to market them.	We cannot safeguard land for retail uses. Market demand will dictate use in town centre.
Delete "A successful mixed-use economy in Wallingford would include residential use of first and second floor accommodation for sale and for rent above retail from 7.5.4"	Disagree - residential is appropriate above ground floor - we aim to support retail at ground floor. Very little first floor retail in town.
Delete 7.8.9	Disagree. NPPF Agent of change protects existing occupiers.
The whole of Wallingford should be designated a 20mph traffic zone.	This is para 10.1.11.
Yes I would love a pool and better gym sports facilities Yes I would love lower than 3 story new housing that doesn't cause an eye saw... Especially in the centre of Wallingford Yes please redo the regal centre Yes I would love a new look park for the kids Yes I would like more shops and lower business rates in Wallingford to encourage business people into the town	Noted & thank you!

<p>Regarding the Objective WNP04 stated on page 22 of the Wallingford Neighbourhood Plan - Regulation 14 Consultation Version, I submit that this should be altered to reflect the need for sustainable development in terms of infrastructure as far as ensuring that Wallingford retains the community spirit that makes it special</p>	<p>Noted but this objective underpins everything else which the WNP has the ability to influence.</p> <p>It is reflected in Policy WS1, as well as objective HD02 (Ch3), objective TRT02 (Ch7), objectives MC03 & MC07 (Ch8) and objective LO11 (Ch9)</p>
<p>Regarding local transport links, as included in paragraph 2.3.4, given that this plan is to serve to 2034, there should be analysis to investigate the viability of re-instating the Reading-Wallingford train link, perhaps as a branch to the Reading to Cholsey line (as mentioned in paragraph 8.3.11 later in the document).</p>	<p>Policy MC6 refers.</p>
<p>Regarding the issues identified in 2.4.10, I submit that two more points should be noted:</p> <ol style="list-style-type: none"> 1. The changing nature of work, with workers tending to commute away from Wallingford during the working day, counteracted by many more who work-from-home 2. The changing nature of transportation, with the introduction of all-electric vehicles and the expectations that the proportion of vehicles so driven will increase. 	<p>WNP cannot determine where & how people work. Overall, we believe there are more jobs than economically active residents.</p> <p>Vehicle charging policy (MC7) addresses this.</p>
<p>I note that the words sewer and sewerage do not appear at all in the document. Given the historic constraint that Wallingford has had in this area, this is somewhat of a grave omission</p>	<p>Sewage is the responsibility of Thames Water and is not a Neighbourhood Planning concern. However, we do recognise the problems faced by Wallingford and the high levels of public concern. New para 2.4.14 refers to the SODC commissioned Water Cycle Study which acknowledges that “the wastewater network capacity in this area is unlikely to be able to support the demand anticipated.”</p>
<p>I also note that there is no use of the terms telecommunications or 5G, and the word broadband is only used once. I submit that this is a major omission given the direction and importance of this communications channel, something which is already seen as a must have. It would be good for the Town to see the roll out of a suitably capable wifi capability in the town centre, and for provision for the future roll out of 5G (which will occur in the time frame of the WNP) across the town.</p>	<p>Objective INF1 refers in Ch9.</p> <p>The Town Council could consider town wide WiFi.</p> <p>5G services are a commercial issue, not a planning one.</p>
<p>There is good detail on the new homes and business premises and related parking requirements including proposals for specific features such as number of electric car charging stations and spaces. In contrast though it is clearly set out in the plan that Wallingford school is already over capacity that students are turned away to Didcot and / or Henley (9.2.28 Education in Wallingford). There is no proposal for resolving this as a mandatory pre-requisite before proceeding to increase the town’s population. Similarly, for Wallingford Medical Practice (9.2.24 Healthcare Provision)</p>	<p>Larger new developments are contributing to the necessary improvements in infrastructure at the appropriate time and these specific questions will be addressed by other authorities.</p> <p>The WNP does acknowledge the problems and highlights them in policies CF6 & CF7 which give support to developers to <i>additionally</i> mitigate the existing problems which have historically not properly addressed the true cumulative impacts on Wallingford.</p>
<p>This plan is falling short of what should be acceptable in terms of ensuring basic and necessary services are given sufficient investment of thought and execution.</p>	<p>Phasing of infrastructure is outside of our control, although CF6 & CF7 recognise.</p>

<p>Drainage - There is already a problem with surface water drainage on Site B affecting Fir Tree Avenue. Plus, the fact Thames Water have not responded to requests to build a new sewage facility on this site to accommodate the waste and run off that 555 houses will create. Increased rainfall due to climate change will exacerbate the run off problems when water cannot drain directly through the ground, because of the increase in hard surfaces - roofs, driveways, roads. This will also apply to Site D/E.</p>	<p>Thames Water have made improvements for Site B. We are assured by TW that the network capacity is adequate, although the evidence referenced in new para 2.4.14 sheds doubt on this.</p>
<p>Medical Facilities - the Wallingford Health Centre is already under pressure, making it very difficult to book appointments with particular GPs. An extra 1000 plus houses with between 2000-3000 extra patients will make running the Health Centre impossible. Are there any plans to build another Health Centre and staff it, in order to service the new houses?</p>	<p>The surgery has submitted a planning application for expansion.</p>
<p>Traffic and pollution. Parking is already an enormous problem in Wallingford. It is nigh impossible to retro fit adequate parking into an old town like Wallingford. Currently the existing parking restrictions are not enforced as everyone knows there are no police doing that job. Cars are parked regularly on the double yellow lines in St Leonard's Square, in Wood St, on the Reading Road and on Croft Road, causing traffic to idle with their engines running while waiting to pass cars parked on the carriageway. Until parking is de-criminalised and taken out of police responsibility and town car park wardens employed there will be no improvement. Are there plans to employ town car park wardens?</p>	<p>This is a recognised problem but not within control of the plan - is being addressed by OCC & SODC through decriminalisation.</p> <p>Town Council has engaged with the police and secured limited parking enforcement action whilst decriminalisation takes place.</p>
<p>What plans are there to prevent traffic traversing the town, using the by-pass instead, thereby reducing pollution in the town.? The extra 1000 plus houses will generate many more short journeys as people use their cars to deliver and collect from school and do their shopping. Wallingford is already nearly grid locked around the market place due to buses and taxis legitimately stopping but holding up the traffic. Are there any plans to pedestrianise the market square (apart from public transport) and introduce more of a one way system in Croft Road, Goldsmith Lane, the High St and Wood St/New Road.? Has any consideration been given to providing free parking on the east side of the river to encourage shoppers to walk more.?</p>	<p>The plan encourages residents to walk and cycle. We have improved the bus policies in WS1 and MC2.</p> <p>Objective MC05 and policy MC4 do refer to the aspirational aspects of shared streets as a potential pedestrianisation measure.</p>
<p>Reading Road will become hell unless serious attention is paid to minimizing the amount of traffic using it and the way it is laid out.</p>	<p>We recognise reading Road is problematic and the case has been made when developments affecting the road were made.</p> <p>Para 8.3.3. explicitly refers.</p>