



WALLINGFORD NEIGHBOURHOOD PLAN

Report on the

PUBLIC CONSULTATION EVENT

29th SEPTEMBER 2018

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1 Introduction.

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.

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).

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 Neighbourhood Plan goes through a consultation process with local interest parties and is required to pass scrutiny by the Local Planning Authority, which for Wallingford is South Oxfordshire District Council, and by local referendum by local people to confirm acceptance. An independent assessor then carries out a final review, and if satisfied the Plan satisfies statutory requirements and is valid in regard to the needs of Wallingford, will confirm the Neighbourhood Plan forms part of local planning policy.

After the Neighbourhood Plan has been formally agreed it forms part of the statutory Development Plan for South Oxfordshire. When planning applications relating to Wallingford are submitted to South Oxfordshire District Council, that authority will take into consideration the requirements that have been approved in the Wallingford Neighbourhood Plan.

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. There were four main aims for consultation 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. Describes the issues and concerns expressed by those consulted;
3. To synchronise key phases of development of the Plan with focussed consultation; and
4. Show how the feedback was taken into consideration when important decisions were taken on the construction and vision of the Plan.



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: Wallingford Neighbourhood Plan area



2 The Consultation Process

A number of consultation events have been held where residents and local businesses were invited to examine the outcomes of the work carried out by the WNP working groups (who each looked at specific issues) and the Steering Group (who have overall control of the Plan's development), and to comment on these; feedback received was then reviewed and where appropriate incorporated into the then current Neighbourhood Plan documentation.

As each consultation event has been concluded the views of those attending the event have been factored into the Neighbourhood Plan, and incrementally the Plan has been shaped by the local community to reflect local requirements.

3 The Public Consultation event of 29th September 2018

A public consultation event was held at the Ridgeway Community Church in 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 was not closed until 3.20pm. Thanks are extended to the Church for allowing the use of their premises.

The main purpose of the event was to bring to the attention of the community the objectives for the WNP that had been developed through previous consultations, and the policies that the Plan would look to introduce in order to deliver those objectives. This was also an opportunity to bring to attention the proposed housing and employment development sites that it was intended to nominate in the Plan. By 'nominating' a development site, if the WNP was accepted as part of the South Oxfordshire District Council Local Development Plan following a positive referendum result, it would mean that primarily it would be only those nominated sites (plus those allowed through WNP policies) where development would take place during the lifetime of the WNP (2019-2034).

4 How people were notified of the event

A comprehensive marketing exercise was put in place. The Wallingford Town Council website was used to advertise the event and notice put on a Wallingford Facebook page. A more in-depth method of notification to encourage participation in the consultation was the hand delivery by Town Councillors and staff and Steering Group members of leaflets to homes and businesses. The leaflets promoted the message of why people should attend the event. It is estimated that all but around 100 homes were notified in this way.

Councillor Adrian Lloyd and Peter Starr (Neighbourhood Plan Project Coordinator) attended the Community Catch-Up event on Thursday 6 September by local SODC councillors and advised attendees of the consultation event.

Wallingford School and Crowmarsh Gifford Church of England Primary School and to St John's Primary School in Wallingford were approached and asked to publicise the event to parents, pupils and staff; Crowmarsh Gifford also put a notice of the event in its parents' email. Councillor Ruth Baroni arranged for a notice about the event to be put on Wallingford Piper and included in a 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. The event was also publicised on the STFC intranet.

On the day of the event – 29 September - signage for directions to the venue was put up in the market place and St Mary's Street, and signage to disabled parking to the rear of Ridgeway Community Church put up. Steering Group members and a member of Ridgeway Community Church guided people to the event room at the Church.

5 Communication during the event

For consultation use x20 copies of a document detailing the key parts of all the proposed objectives and policies were available for use by attendees at the event, with some being made available for people to take away and study in more depth.

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.

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 by Ridgeway Community Church.

Feedback forms were available for attendees to record their views.



Attendees at the public consultation; three of the display boards are evident



Attendees at the public consultation



6 Attendees at the Public Consultation event

It is estimated that some 240 people attended the event. They represented a wide spread of the local population, ranging from primary age children and young adults to every age group up to retired people.

Some of the verbal comments made to WNP representatives were:

'I'd love to have my home but I'm in rented and always will be because homes are too expensive here'

'My parents live here and my dream and my partner's is that we come back here to live. At the moment we have to live in Didcot because we cannot afford Wallingford.'

'Developers are building everywhere and soon there will be no green places left for the town.'

7 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.

Copy text on the public consultation was made available to 'Window on Wallingford' for inclusion in their November edition.

8 Feedback on the Public Consultation

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 1 below provides an overview of the level of support for the objectives and policies and the full analysis can be seen at Appendix B.

Table 1: 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

9 Next Steps

The feedback received will be fully reviewed to see what can be identified from it that will improve the objectives and policies within the Wallingford Neighbourhood Plan, whilst ensuring the ‘local’ interest is maintained. The result of this will be evident in the consultation on the proposed final draft of the Wallingford Neighbourhood Plan (termed the Regulation 14 consultation) which will take place in early 2019.

Appendix A: Leaflet delivered to Wallingford homes and businesses and to Harwell Laboratory/UKRI



Wallingford Neighbourhood Plan

Public Consultation

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



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.

APPENDIX B

WALLINGFORD NEIGHBOURHOOD PLAN PUBLIC CONSULTATION **290918 AMALGAMATED FEEDBACK**

Contents:

1: Strategy for Wallingford

1.1: Objectives for Strategy for Wallingford

1.2: Policies for Strategy for Wallingford

2: Delivery of Homes

2.1: Objectives for Delivery of Homes

2.2: Policy for Delivery of Homes

3: Protecting and Enhancing our Natural Environment

3.1: Objectives for Protecting and Enhancing our Natural Environments

3.2: Policy for Protecting and Enhancing our Natural Environments

4: Wallingford's Employment and Economy

4.1: Objectives for Wallingford's Employment and Economy

4.2: Policy for Wallingford's Employment and Economy

5: Town Centre and Retail Life

5.1: Objectives for Town Centre and Retail Life

5.2 Policy for Town Centre and Retail Life

6: Movement and Connectivity for Wallingford

6.1: Objectives for Movement and Connectivity for Wallingford

6.2 Policy for Movement and Connectivity for Wallingford

7: Leisure

7.1: Objectives for Leisure

7.2 Policy for Leisure

8: Healthcare Provision

8.1: Objectives for Healthcare Provision

8.2 Policy for Healthcare Provision

9: Educating Wallingford

9.1: Objectives for Educating Wallingford

9.2: Policy for Educating Wallingford

10: General Comments

11: Age Profiling

Additional information Key:

On some tables the 'Additional' column refers to the included data using the following key:

NI: New ideas not yet considered. Do we need to discuss and possibly add a new Objective, and/or Policy or Promotional Statement?

MAP: Matters already in place. Does our existing wording need amendment/clarification?

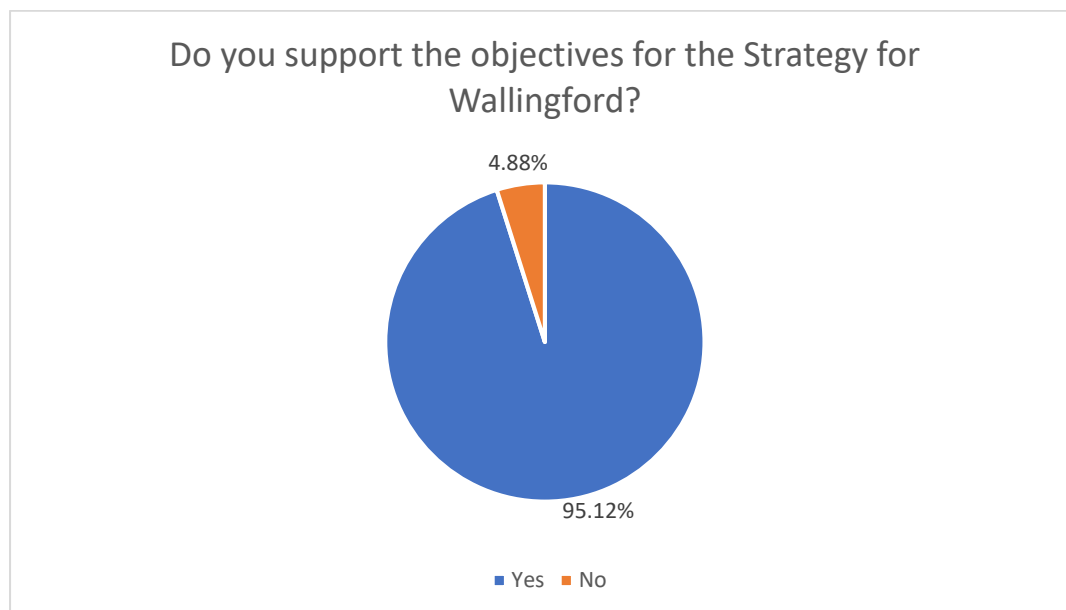
MACD: Matters already considered & dismissed. Do we need to reconsider?

MNP: Matters which are not planning and/or outwith our remit or NP area.

1: Strategy for Wallingford

1:1: Do you support the objectives for the Strategy for Wallingford?

41 Responses



If No, what would you want to change? (2 Responses)

More importance given to retaining hedges, trees, wildlife paths etc., and not to find that suddenly a whole roads worth of hedge has been ripped out seemingly unnecessarily. The 'older' nature i.e. trees, plants should be retained where ever possible.

Where are the provisions for leisure facilities? And developer's money per home, be spent on infrastructure projects to alleviate the population etc increase? or will it be spent elsewhere?

If Yes, is there anything you particularly support? (19 Responses)

Additional

The problem is that the plan is too late. There is development underway and in outline consent that would overwhelm Wallingford and its creaking infrastructure.

The mixture of different types of housing (WS-02), cycling provision, (WS-03 & 04). Plus WS-06 & 07 I support all of those.

Reduction of traffic through the town

A swimming pool would be a great asset to the town.

Significantly enhanced provision for cyclists and pedestrians.

Ws-01, ws-02

A huge improvement in the towns Leisure Facilities is required. Its farcical that Wallingford does not have an indoor swimming pool.

Consideration to our local environment including green spaces. A lot of our green environment is going. Fields with hedges that are homes to valuable wildlife are going.

Ws03. Wallingford needs enhanced green space, with wildlife and biodiversity concerns at the core

Leisure facilities

I believe the town urgently needs upgraded leisure facilities for children and teenagers. The Bullcroft facilities are minimal and badly in need of updating, a skate/scooter/bike park for all ages would be ideal

Improved /more leisure facilities

Plain English required. Parking for GPs and schools. QUERIED: WS-02 parking for GPs and schools; WS-03 how 'sustainable construction' and 'enhanced green spaces and biodiversity' would be achieved.

MAP

Do not pedestrianise the market place. It will kill the retail business.

Wallingford should be able to provide homes for those who work here.

MNP

(MNP: Whilst safeguarding access to homes for local people is worthy, those local councils who have tried this have met strong opposition [there may be a council in the south west who succeeded.])

I support the objectives of the strategy as being a worthy ideal. The problem is how to get this past the pressure and big money bought to the mix by big housebuilding companies.

WS-02; WS-04; WS-07

WS-04 Reducing traffic in town centre

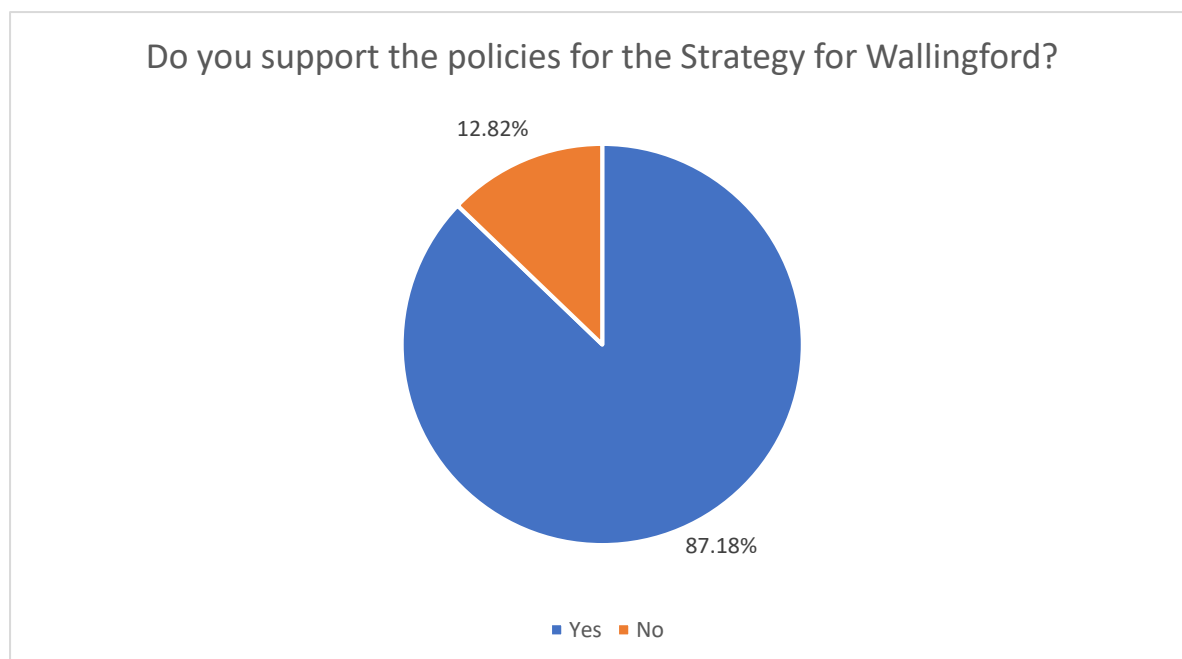
WS-05. I suggest that there is greater stress put on the heritage of Wallingford, and its potential to markedly improve tourism.

MAP

In any policy re protecting the Town's heritage, I suggest that you also make reference to continuing the Town's civic traditions, ceremonies and protocol - these are the envy of many other towns and a draw to residents and visitors.

1.2: Do you support the policies for the Strategy for Wallingford?

39 Responses



If No, what would you like to change? (5 Responses)

Additional

Answers as above otherwise yes, except for delivering the new homes where drainage is a big concern. ie for Fir Tree Allotments and the Hithercroft Sports Park.

Less housing and development, the large estates are not integrated within the town and as has happened in other comparable sized towns led to them being dormitory villages of mainly commuters with no economic or social benefit.

MAP

WNP1: General Location of Development

NI/MAP

It is noted that this version of WNP identifies draft policies but does not include any site allocations; it is not clear whether allocations will be made in the proposed submission version of the document. An assessment of potential development sites was included in the WNP consultation documents published in June 2017. It is considered that site allocations should be included within the proposed submission version of WNP.

Firstly, Policy H3 of the emerging South Oxfordshire Local Plan 2033 (SOLP2033) anticipated that 295 dwellings would be allocated in WNP over and above the existing commitment at land West of Wallingford for 555 dwellings. The response

in the Other Comments section provides details of the site at Land North of Wallingford East (WNP Site Ref. A2) which is promoted on behalf of Croudace Homes for 226 dwellings or for an alternative scheme of 477 dwellings on a larger site. This site was assessed favourably in the site assessment undertaken in June 2017 and was identified as the most suitable location for residential development.

Secondly, national guidance only provides protection from the presumption in favour of sustainable development for housing where a neighbourhood plan includes site allocations - see Paragraph 14 of NPPF2 and Paragraph: 096 (ID: 41) of the Planning Practice Guidance. Paragraph: 097 (ID: 41) provides more detail on what is expected from the site allocations, and states in part that: In order for a neighbourhood plan to meet the criteria set in paragraph 14b of the Framework, the policies and allocations in the plan should meet the identified housing requirement in full, whether it is derived from the standard methodology for local housing need, the housing figure in the areas strategic policies, an indicative figure provided by the local authority, or where it has exceptionally been determined by the neighbourhood planning body. At this stage, the housing target in the emerging South Oxfordshire Local Plan 2033 (SOLP2033) has not been subject to examination and assessed as sound. As set out in the response to Other Comments it is possible that the housing target in SOLP2033 will need to increase to meet affordable housing needs and a higher proportion of unmet needs from Oxford. If, as expected, the housing requirement in SOLP2033 increases then additional land will need to be allocated and directed to the larger and more sustainable settlements, including Wallingford.

Less destruction of green spaces including established hedges

Wnp3. More houses will ruin the area

If Yes, is there anything you particularly support? (14 Responses)

Additional

See above

As above

Conservation, needs also to include allotments land in Wilding Road and Fir tree estate open space.

MAP

No way to identify sites - CRG1 and CRG2, flood plain 2 and 3. I am assuming that these are the open spaces forming the river boundary.

MAP

Maintaining character of town while growth takes place

All policies equally important

New playground and splash park updated

MAP

L07 provision of indoor leisure - swimming pool

I think the riverside area is very underutilised, leisure facilities there would be beneficial to the local population and tourists alike

Cover pool, make available for longer season/period.

NI

I support the objectives of the strategy as being a worthy ideal. The problem comes when we need to put them into action against the weight of planning authorities and monied housebuilders.

Resisting plans made solely for developers' profits

WS-04 Reducing traffic in town centre

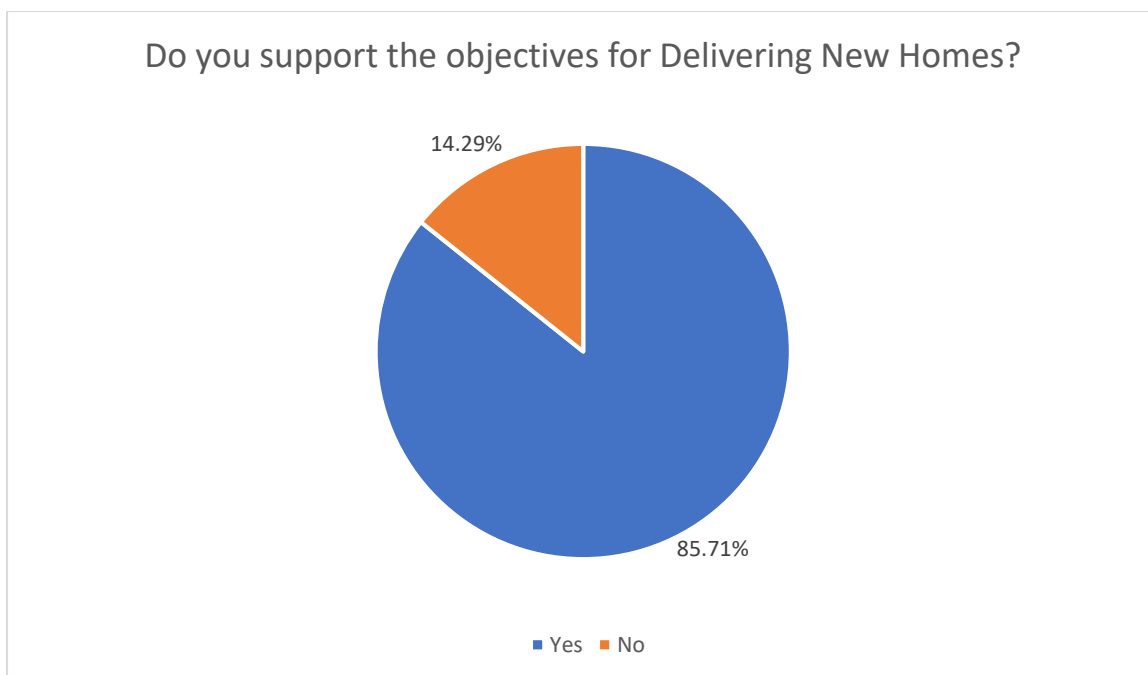
WNP3. Extend the remit of this Policy so that it covers the west side of the R Thames. We have an asset here that the town should embrace more. Highlight Castle Meadows, (not just Riverside Meadows), extend moorings, encourage boat hire businesses, find a public un-powered boat launch ramp (eg. from Riverside camp site), make the Town Council owned Boathouse pub a more attractive riverside offering, ie. generally, promote the riverside location of the town to the benefit of both residents and tourists.

MAP

2: Delivering New Homes

2.1: Do you support the objectives for Delivering New Homes?

42 Responses



If No, what would you want to change? (5 Responses)

Additional

Requirement for increased provision for health & social care & education.

No really affordable homes, secondary school expansion is needed, where is this stated?

MAP

DHN-03 needs to include contributions to leisure facilities.

MAP

Because all housing is grouped together, rather than spaced out with lots of greenery (trees etc)

Total number of new homes to be re-quantified to correctly reflect the towns local need - not to draw in large numbers of new residents from elsewhere. (MNP: SODC responsibility. Whilst safeguarding access to homes for local people is worthy, those local councils who have tried this have met strong opposition (there may be a council in the south west who succeeded.)

MNP

If Yes, is there anything you particularly support? (19 Responses)

Additional

I think that the Plan will be subservient to the almost desperate race to build houses. The developers hold sway and they are effectively being supported by the government and current planning policies.

DNH-02 & 01

No

Must address the problems with the existing infrastructure, e.g. drainage

The need for affordable housing.

More infrastructure to meet expanding population

Secondary education and doctors' surgery. They are both already desperately stretched

Any developments must be as ecologically rich as possible

The look of the town and the builds to be of the same.

Affordable homes are a huge necessity

Affordable housing. Not just affordable by Wallingford prices, but more reflective of the surround areas (**MNP: Commercial responsibility**) **MNP**

Infrastructure improvements with developments and creation of well thought out transport planning, as well as ensuring that developers fund a good level of local leisure facilities.

The need for new school facilities

Less retirement homes: more public parking and GP places. DNH-03 after 'All new developments' added 'and use of resources eg gravel extraction' **MAP**

Need for new sewage infrastructure, old one will need replacing. (**MNP: Thames Water responsibility**) **MNP**

Making some in a price range for first time buyers £225-300k **MAP**

Homes should be provided for people and families.

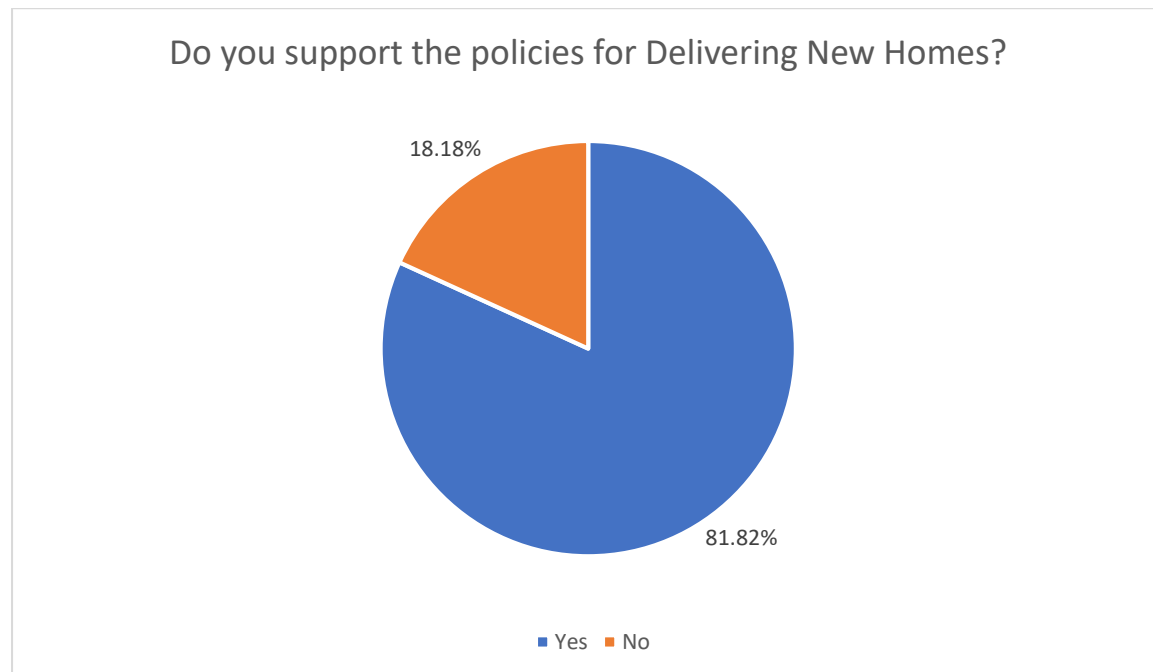
Is the mix of housing dictated by the housebuilders and do we have any teeth when it comes to ensuring an adequate supply of 'real' low cost houses? **MAP**

More affordable homes.

DNH-03

2.2: Do you support the policies for Delivering New Homes?

42 Responses



If No, what do you want to change? (7 Responses)

Additional

D3 electric vehicle charging may prove to be a red herring and installation should take account of possible non-use and/or removal in the future. Drainage D5 as per details given before concerning Fir Tree Allotments, Hithercroft Sports Park and residential properties already effected when flooding happens.

MAP

Concentration too high. Density such as proposed causes social problems.

MAP

D3: Electric Vehicle Charging

MAP

Policy 105 of NPPF2 seeks to ensure that adequate parking spaces are available for electric vehicle charging. Policy TRANS 5 of the emerging South Oxfordshire Local Plan 2033 (SOLP2033) also encourages the provision of facilities for electric vehicle charging. It is noted that national guidance and local guidance do not specify that all new dwellings should include electric vehicle charging points. The policy requirement for slow electric vehicle charging points to be provided in all new dwellings is not a particular concern for Croudace Homes. However, it is requested that the proposed policy requirement is assessed for consistency with national guidance and strategic policies.

**MAP
(several)**

D4: Provision of Infrastructure/Impact on Existing Infrastructure

South Oxfordshire District Council has adopted a CIL Charging Schedule. Paragraph 56 of NPPF2 56 sets out the three tests for planning obligations, which are as follows: necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. The proposed development at Land North of Wallingford East (WNP Site Ref. A2) will provide appropriate infrastructure including highway and green infrastructure and will make a CIL payment to fund other infrastructure in accordance with national guidance and the CIL Charging Schedule.

D5: Drainage

The Land North of Wallingford East site (WNP Site Ref. A2) falls within Flood Zone 1 which means it has a low probability of flooding. The proposed development would include appropriate drainage infrastructure to effectively manage surface water drainage from the site.

D6: Avoidance of Segregation

Policy H9 of the emerging South Oxfordshire Local Plan 2033 (SOLP2033) expects affordable housing to be provided on site and to be mixed with market housing. It is normal practice for the design of affordable housing to be indistinguishable from market housing, and for affordable housing to be provided in clusters to enable efficient management of properties. Policy D6 seeks to ensure that affordable housing is spread throughout a development and does not permit clusters of more than 10% of the total number of dwellings or 20 dwellings whichever is smaller. The proposed approach to affordable housing clusters is appropriate.

D7: Public and Private Amenity Spaces

The proposed development at the Land North of Wallingford East site (WNP Site Ref. A2) includes a village green, open space and green corridors. The green corridors would provide connections to the surrounding countryside. The dwellings within the proposed development will also include private amenity space.

D9: Self Build

Policy D9 expects developments of 5 or more dwellings to make 10% of the plots available for self-build. In summary, this policy is inconsistent with the self-build policy in the emerging South Oxfordshire Local Plan 2033 (SOLP2033), and there is no evidence to justify the proposed amount of self-build plots required, which means that Policy D9 would not meet the basic conditions for preparing neighbourhood plans and it does not comply with neighbourhood plan guidance.

Policy H12 (Self-build and Custom Housing) of the emerging SOLP2033 expects 3% of the developable plots at the strategic allocations only to provide for self and custom build housing. The emerging strategic policy requirement is significantly lower than that set out in Policy D9 and is inconsistent with that strategic policy.

In due course the examination for the WNP will consider whether the basic conditions defined in Paragraph 8(2) of Schedule 4B of the Town and Country Planning Act 1990 and in Paragraph 065 (ID: 41) of the Planning Practice Guidance

have been met. It is considered that Policy D9 would not meet Basic Condition (e) in that it is not in general conformity with the emerging strategic policies contained in SOLP2033.

Paragraph 041 (ID: 41) of the Planning Practice Guidance explains how policies in a neighbourhood plan should be drafted. It states that:

“A policy in a neighbourhood plan should be clear and unambiguous. It should be drafted with sufficient clarity that a decision maker can apply it consistently and with confidence when determining planning applications. It should be concise, precise and supported by appropriate evidence. It should be distinct to reflect and respond to the unique characteristics and planning context of the specific neighbourhood area for which it has been prepared.

The inconsistency between Policy D9 of WNP and Policy H12 of SOLP2033 would cause confusion in making decisions on planning applications. There is no evidence provided to support the proposed level of self-build plots required by Policy D9, and there is no evidence to explain or justify a higher requirement than that contained in the emerging strategic policy in SOLP2033. Furthermore, there has been no assessment of the impact of Policy D9 on the deliverability of housing sites; it is considered that an onerous requirement for self-build plots on larger sites could affect viability and housing delivery rates.

It is noted that WNP does not carry forward the policy approach in Policy H12 of emerging SOLP2033 that specific sites for self-build would be identified in neighbourhood plans.

Requested Change

It is requested that Policy D9 is deleted. The policy requirements for self-build housing should be set out in the emerging SOLP2033, or national guidance should be applied. If self-build plots are needed in Wallingford, then WNP could allocate suitable sites to accommodate such development.

D10: Local Amenity Provision

The proposed development at Land North of Wallingford East (WNP Site Ref. A2) includes a village green and open space. A larger development on the northern edge of Wallingford could include a local centre to provide facilities for local residents.

D3 I don't think any further dwellings should be built that do not have off-road parking, due to the hazards presented by parking on the road. Therefore, I do not feel that the provision of electric charging points should be used as an excuse to not challenge such plans

MAP

NOTE-BOTH YES& NO: Less houses, more spaced out and grouped. What about roads to support the new traffic.

PLEASE NOTE - NO INDICATION IF THIS IS 'YES' OR 'NO': Is the mix of housing dictated by the housebuilders and do we have any real teeth when it comes to ensuring an adequate supply of 'real' low cost housing?

Enough homes planned for [????] future.

If Yes, is there anything you particularly support? (10 Responses) Additional

D9 Public spaces, sadly not specified as how many and where. MAP

It would be good to see more modern architecture. Housing being built which are environmentally efficient. MAP

Better pavements and access for disabled and elderly people (MNP: OCC responsibility) MNP

All of the above

Lifetime homes needed. NI

NOTE-BOTH YES & NO: We need more homes but in keeping with a market town. Where are the roads.

Good mix of building, but no chateaus.

PLEASE NOTE - NO INDICATION IF THIS IS 'YES' OR 'NO': Is the mix of housing dictated by the housebuilders and do we have any real teeth when it comes to ensuring an adequate supply of 'real' low cost housing?

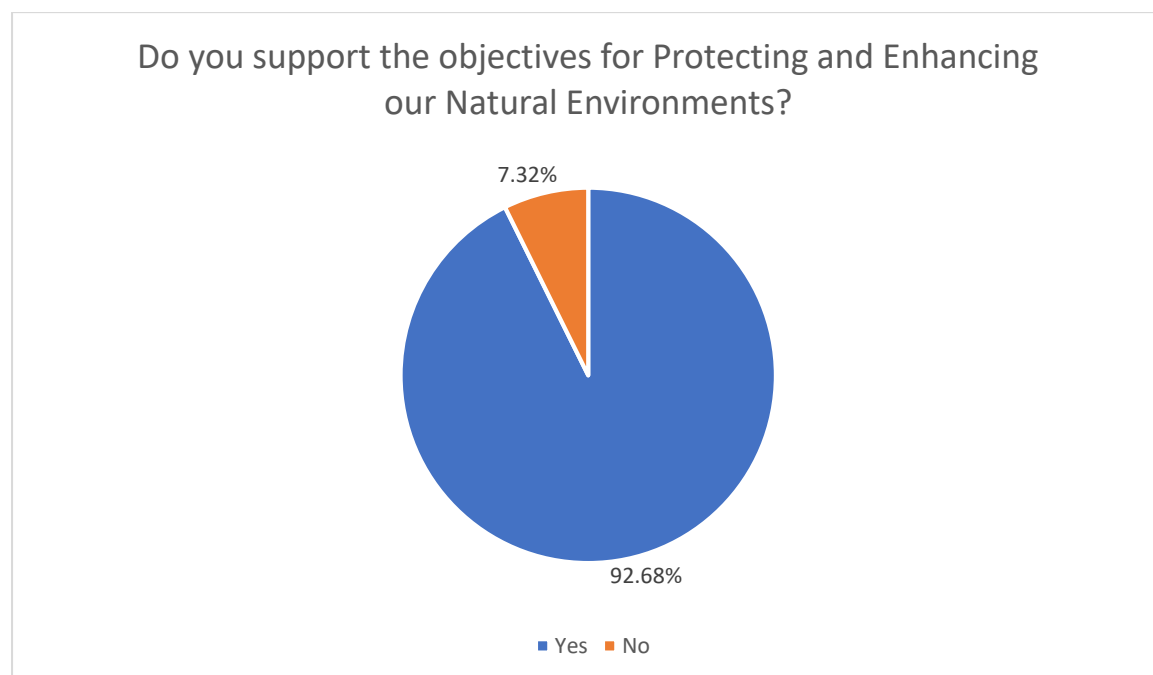
ASSUMED SUPPORT: WS01: 15 year phased development 2019-2034. Sites D & E. MAP
Access to by-pass is critical but with option to exit to Wantage Road, Station Road and Reading Road.

D5. Drainage. Only seems to cover surface water drainage. Surprisingly, foul water sewerage has been omitted - a major issue.

3: Protecting and Enhancing our Natural Environment

3.1: Do you support the objectives for Protecting and Enhancing our Natural Environments?

41 Responses



If No, what would you want to change? (3 Responses)

Additional

NHE-03. This is a National/International issue, which requires a coordinated approach. Local initiatives are likely to be at best tokenistic, if not counterproductive or damaging to local businesses (i.e. closing bridges)

You cannot build sustainable housing and charge extortionate water meter rates

PLEASE NOTE-THIS IS BOTH YES & NO: NHE05 measuring 'least possible negative impact' is well neigh impossible. The least possible is to do nothing. What can we use as a yardstick to test how people are affected? Does anybody listen anyway?

MAP

If Yes, is there anything you particularly support? (17 Responses)

Additional

NHE 4. Waste water infrastructure cannot currently support existing need (we live in Winterbrook which receives a visit from Thames Water every other day) **MAP**

All of the above. I would be interested to read the details on how air quality is to be improved across the town.

Particularly air quality

Air pollution being managed

Safeguarding existing green spaces maintaining green corridors

I support the objectives but really worry that they are not being met. Already, shrubs, trees and hedges are being dramatically cut down with seemingly no regard for local wildlife.

01 02 and 04

Least environmental impact for new developments. Provide plenty of green space for drainage, don't pave over everything!

Vitally important to replace the mature trees lost due to the Hithercroft development, maintaining a range of eco systems is vital for the health and wellbeing of the environment and residents (MNP: Commercial responsibility) **MNP**

Enhancing leisure and community facilities by the addition of toilets and café? at Castle. For NHE-05 added 'and use common sense routes' **MAP**

Do not close Wallingford Bridge, other solutions should be found to reduce traffic pollution in High Street (MNP: OCC responsibility) **MNP**

We need it to look natural, lots of trees etc

Conservation of existing green corridors. Improving and adding the right sort of trees, conservation of existing wetlands and allotments. **MAP**

Keep what we enjoy with Kinecroft, Bullcroft, Riverside etc.

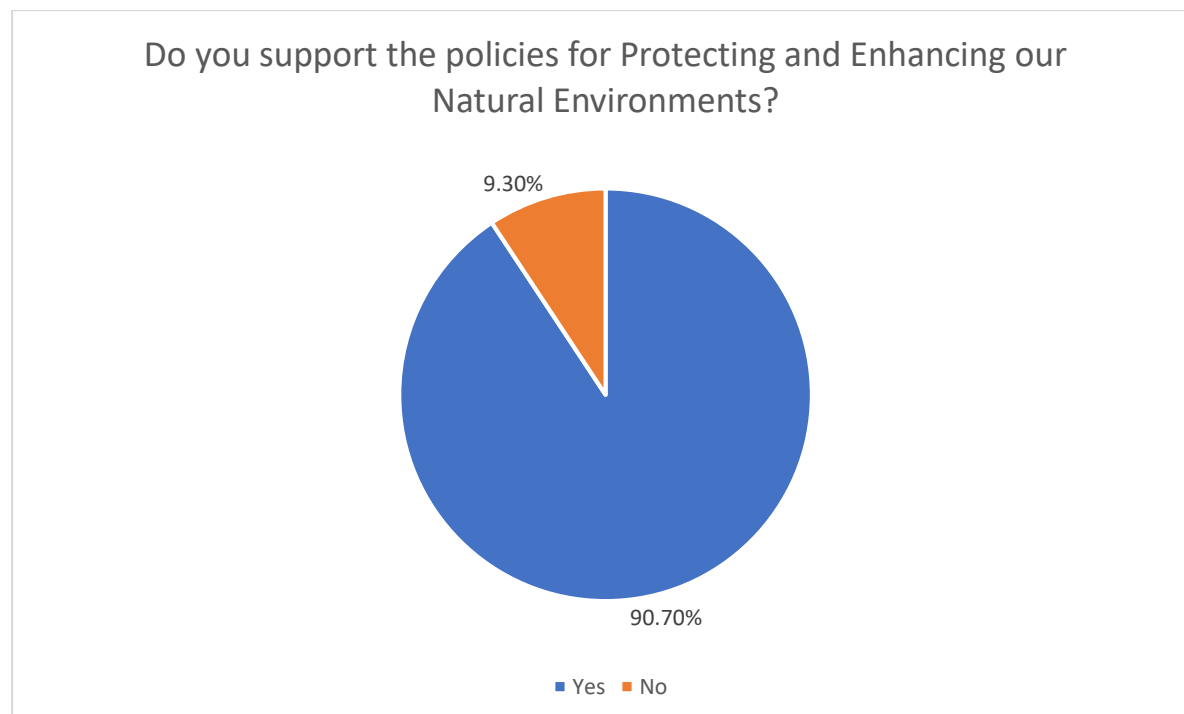
PLEASE NOTE-THIS IS BOTH YES & NO: NHE05 measuring 'least possible negative impact' is well nigh impossible. The least possible is to do nothing. What can we use as a yardstick to test how people are affected? Does anybody listen anyway?

NHE-04, NHE5

NHE-02 Green Network

3.2: Do you support the policies for Protecting and Enhancing our Natural Environments?

43 Responses



If No, what would you want to change? (4 Responses)

Additional

ENV3: Green Spaces and Green Corridors

MACD/MAP

The proposed development at Land North of Wallingford East (WNP Site Ref. A2) will retain the existing mature trees, hedgerows and woodland will be retained, and incorporated into new areas of open space. The proposed development will include new open space, green infrastructure and green corridors, providing improved habitats for wildlife and access to the wider countryside.

ENV4: Water Conservation

The proposed development at Land North of Wallingford East (WNP Site Ref A2) would include measures to conserve water. Croudace Homes typically include water efficiency measures within the houses that it builds, in order to reduce water consumption.

ENV8. "make, monitor and enforce a low emission zone in the town centre" see previous comments about tokenistic policies

PLEASE NOTE-THIS IS YES & NO: NM05 Measuring 'least possible negative impact' is an impossible task. The least possible effect is only achieved by doing nothing.

Could this be re-phased to be more positive and show developers we mean business?

D3. 10% charging points of car parking appears excessive. Such allocated spaces will deter others from trying to park in the town! I suggest there could be an aspiration without a specific target, and the number of designated electric points increase as the electric car take-up increases.

MAP

If Yes, is there anything you particularly support? (10 Responses)

Additional

Flood elevation and air quality, again one asks how.

MAP

Conserving our trees, hedgerows and green spaces . It's all very well creating nature areas in new housing developments but in the meantime where does the wildlife go whilst waiting 25 years for the trees to grow ? The Wallingford bypass tree felling is a prime example.

MAP

I support the policy but challenge whether policy ENV3 is really being taken seriously

Enhancing green spaces and corridors

All of it in principle

PLEASE NOTE-THIS IS YES & NO: NM05 Measuring 'least possible negative impact' is an impossible task. The least possible effect is only achieved by doing nothing. Could this be re-phased to be more positive and show developers we mean business?

Please do not cut down any more trees!!

ASSUMED SUPPORT: Need for new estates to provide through routes for pedestrians and/or cyclists. RSP presume existing pathway from Winterbrook to Cholsey church via Fieldway and railway corridor - green route.

MAP

NHE-02 Green Network

ENV3. Mention could be made to the SODC Green Spaces Strategy, which recognises that 'greater Wallingford' increasing population does not have the designated access to wide open space. So, encourage the extension of Castle Meadows towards Benson.

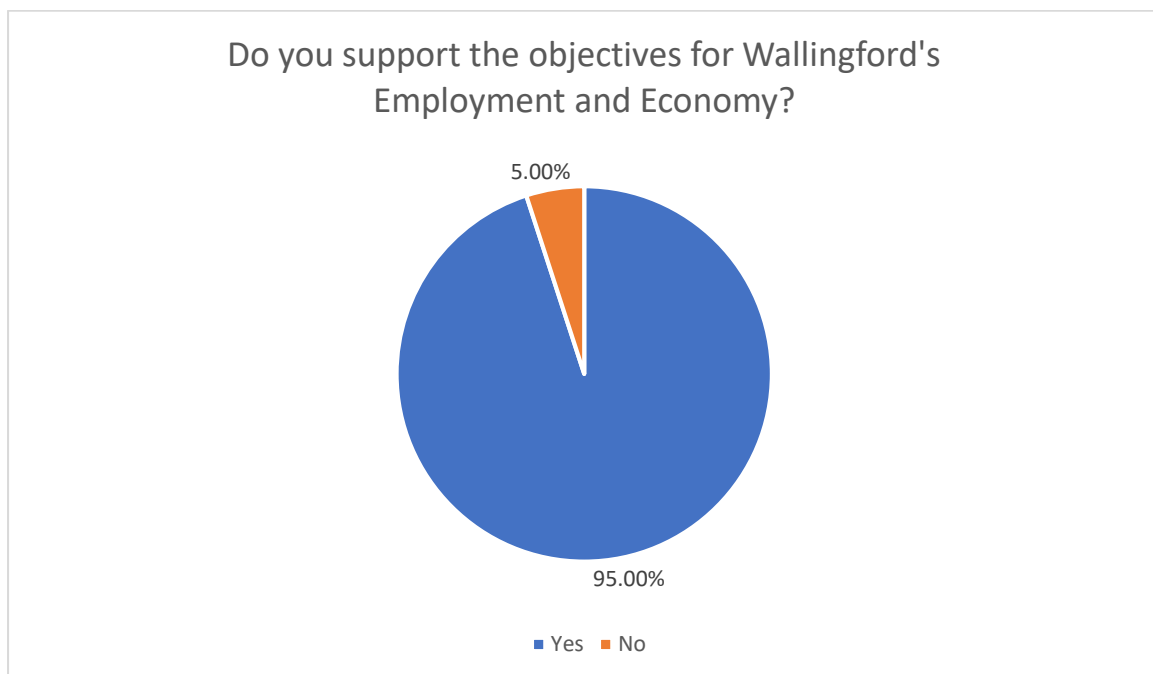
MAP

ENV6. OK, but also recognise that some areas need better lighting, eg Market Place

4: Wallingford's Employment and Economy

4.1: Do you support the objectives for Wallingford's Employment and Economy?

40 Responses



If No, what would you want to change? (2 Responses)

I believe the town centre is declining not only in the diversity of retailers but loss of local markets.

PLEASE NOTE-THIS IS BOTH YES & NO: You refer to 'No adverse effect'. Any development will have an adverse effect. All we can hope to do is to minimise this and hope that the value of the development outweighs the impact on the local environment.

If Yes, is there anything you particularly support? (9 Responses)

Additional

Improve appearance of all unused and industrial areas

Any new developments should be on the outskirts of the town

MAP

Employment locations must be integrated throughout the town, reducing the need to drive to work to out-of-town locations.

All of the above

Do not release any more commercial land for housing as was done with Habitat where house was demolished.

Hithercroft to be industrial use only bringing people into Wallingford, using the town centre.

Need for improved h/speed broadband. (MNP: Responsibility of bus companies and may attract subsidy from OCC) **MNP**

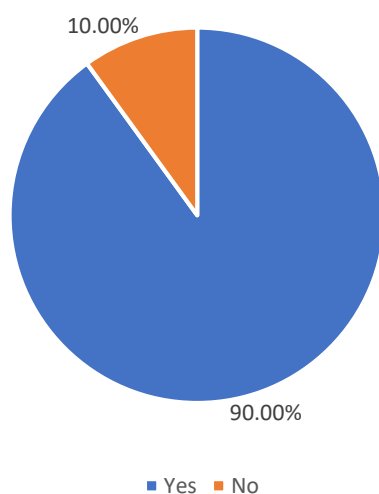
There should be no considered loss of jobs.

PLEASE NOTE-THIS IS BOTH YES & NO: You refer to 'No adverse effect'. Any development will have an adverse effect. All we can hope to do is to minimise this and hope that the value of the development outweighs the impact on the local environment.

4.2 Do you support the policies for Wallingford's Employment and Economy?

40 Responses

Do you support the policies for Wallingford's Employment and Economy?



If No, what do you want to change? (4 Responses)

Additional

Irrelevant, Didcot will be the main source of employment for Wallingford as it is easily commutable and has a diversity of roles across many sectors. **MAP**

Keep to designated employment areas

PLEASE NOTE-THIS IS YES & NO: You refer to 'no adverse effect' - any development will have an adverse effect somewhere. All we can do is hope to do is minimise this and ensure that the value of the development outweighs the impact on the local environment.

There does not appear to be any great reference to the huge potential and benefit to the Town's economy from increased Tourism, particularly by marketing the Town's history and heritage. I consider this a significant omission. **NI**

If Yes, is there anything you particularly support? (2 Responses)

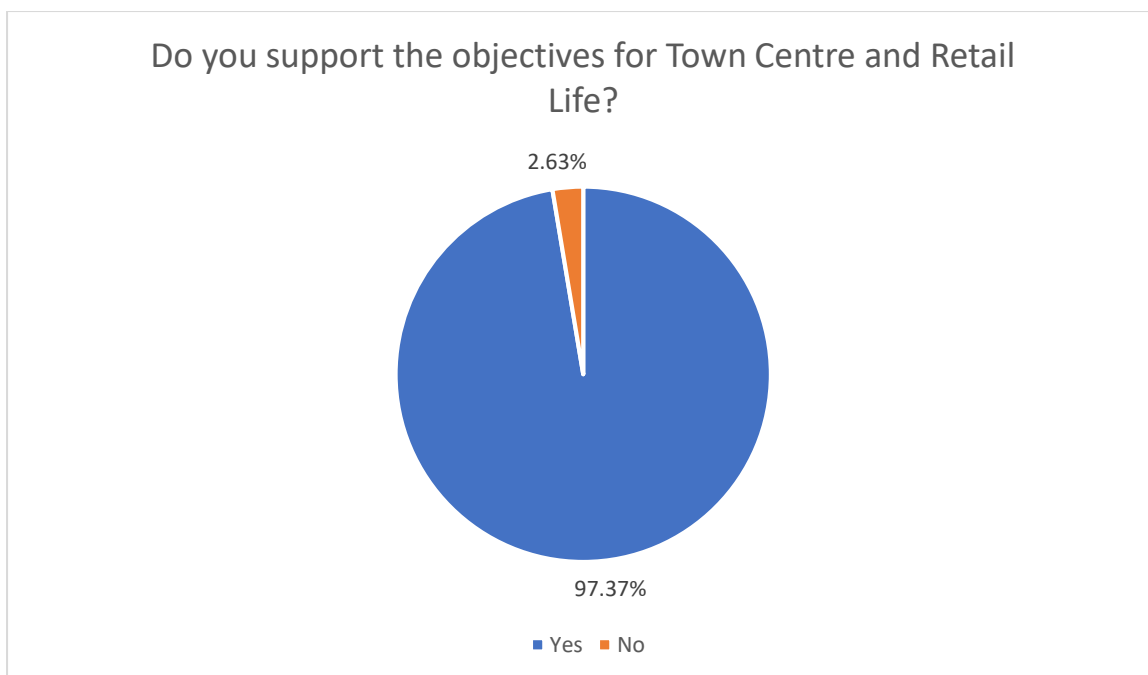
Good jobs, good homes and good education.

PLEASE NOTE-THIS IS YES & NO: You refer to 'no adverse effect' - any development will have an adverse effect somewhere. All we can do is hope to do is minimise this and ensure that the value of the development outweighs the impact on the local environment.

5: Town Centre and Retail Life

5.1: Do you support the objectives for Town Centre and Retail Life?

38 Responses



If No, what would you want to change? (1 Response) Additional

I support 01, but 02 is anti-competition, will this include small retailers in the new developments ? The Hithercroft is mainly retail !!! MAP

If Yes, is there anything you particularly support? (7 Responses) Additional

Keeping a town centre is very important

Keep retail in the town centre, fill the empty units

Retail development away from town centre should provide local (small) supermarkets with longer opening hours. MNP

Small shops of variety. MAP

Retail needs revitalising.

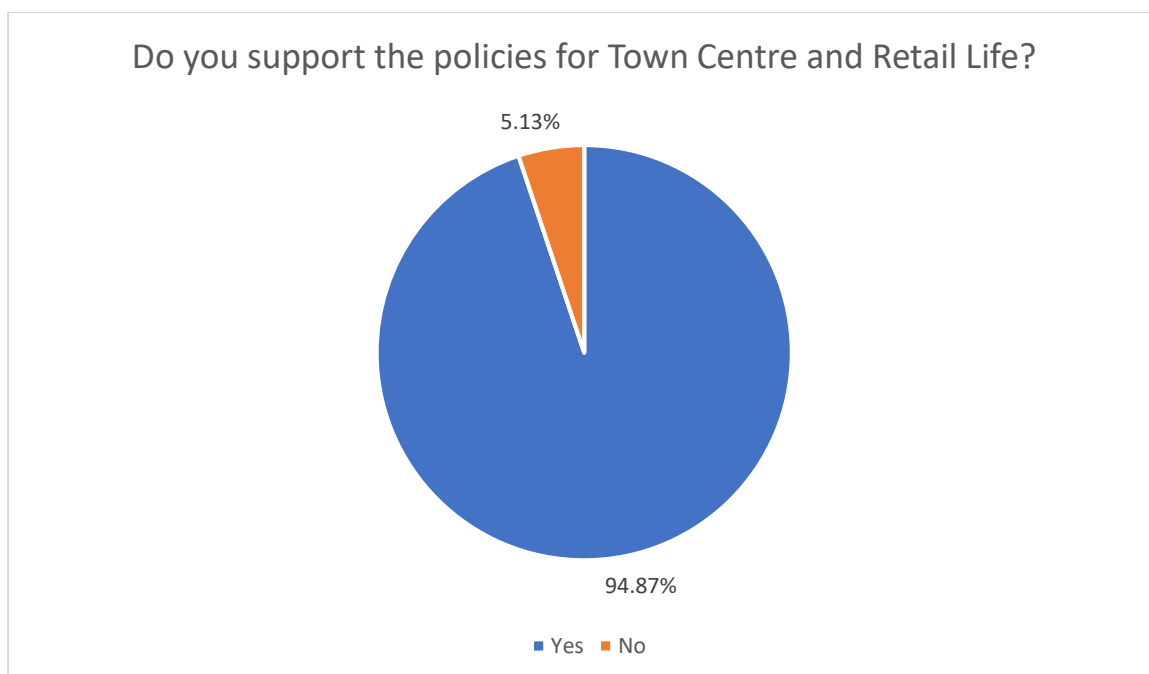
Focus on suitable facilities above developers' profit.

Have shop like Poundland for everyday bits and bobs, encourage store like Fat Face to bring trade. Allow new supermarket to sell adult and children's clothing + have a petrol station. (MNP: Responsibility of commercial sector)

MNP

5.2 Do you support the policies for Town Centre and Retail Life?

39 Responses



If No, what would you want to change? (2 Responses)

Additional

If restrictions are to be placed on town centre parking (there isn't enough car parking capacity for current residents) suitable out of town parking is required and facility to shuttle.

MAP

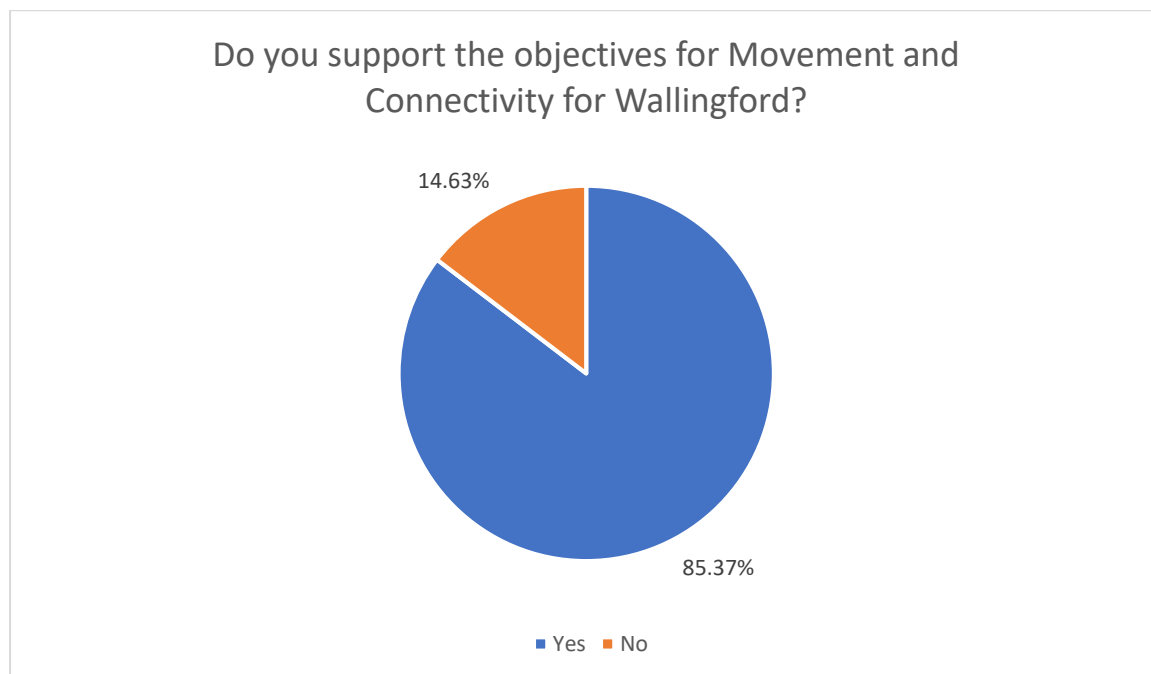
Parking issues with statement TCR3

If Yes, is there anything you particularly support? (5 Responses)	Additional
Yes - where possible. Lots of undefined items in these proposals (maps, percentages, etc.).	MAP
More choice of food shops (MNP: Commercial entities responsibility)	MNP
Community spaces e.g. cafes, meeting places.	NI
ASSUMED SUPPORT: More retail choice and competition - welcome Lidl, but also smaller budget store - Spar/Mace/Budgens/Tesco-Jack. 2nd petrol station required. Retention of banking facilities. (MNP: Responsibility of commercial sector)	MNP
TCR5. I suggest that this policy should not be just about 'no diminution in provision' of car parking, but to finding more car park spaces, e.g. St George's Rd. This will be particularly needed when electric charging points are allocated to existing spaces within the Town. Obviously encourage electric cars but not to the detriment of other people.	MAP

6: Movement and Connectivity for Wallingford

6.1: Do you support the objectives for Movement and Connectivity for Wallingford?

41 Responses



If No, what would you want to change? (5 Responses)

Additional

It is a fallacy to believe residents will walk or use bikes to get their shopping in the town centre. Waitrose is by far the largest retail facility in Wallingford requiring car parking.

MAP

MC05 careful consideration needs to be given to implementing shared surfaces policies to ensure that they do not have unintended consequences (e.g. Broad Street Mall in Reading becoming dangerous for blind people)

MAP

No more town centre parking is needed. The new Lidl supermarket will reduce the so-called car park pressure on Waitrose

MAP

Do not pedestrianise town centre. Clear management of any shared spaces. Needs to be accessible to disabled people. MC03 - queried charging points. MC05 - added 'safe' in front of shared surfaces. MC06 - after 'Ensure that' added 'all' MC08 - Queried how - ring road? MC10 – asked 'what about residents'

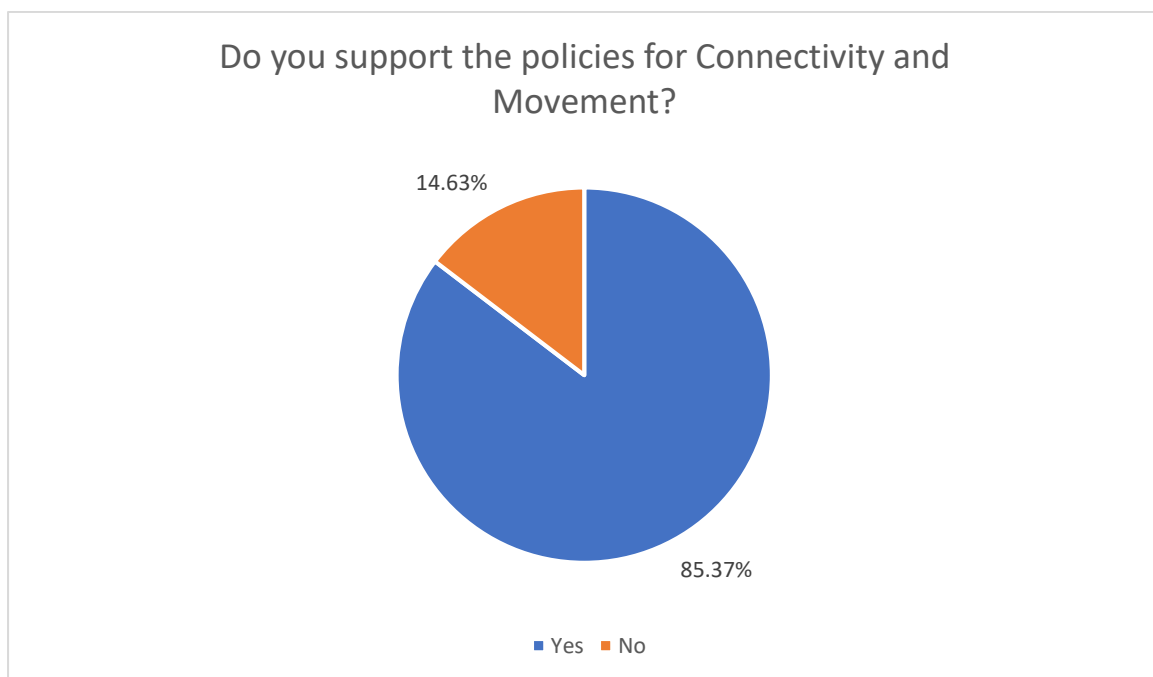
MAP

Concern that increased use of footpaths may lead to increased littering, dog fouling etc

If Yes, is there anything you particularly support? (16 Responses)	Additional
All of the above but depends on how these will be achieved .	
Encouraging cycling. There was talk of a cycle path to Cholsey along the railway line.	MAP
Better cycle lane provision, in particular Wallingford to Cholsey.	MAP
Enforce all heavy vehicles use by-pass and not Reading road and town centre (MNP: OCC responsibility)	MNP
MC03 support this but our cycle lanes are dreadful and not safe enough for children to use these as our streets are becoming busier and lanes very narrow	
MCO9 is very important, particularly the development of cycle routes to nearby employment and travel hubs (Culham Science Centre, Harwell, Didcot train station).	
Provide a better late-night bus service, reduce traffic through the town to access only, through traffic to use the ring road, stop using car park space for residential development (e.g. Goldsmiths Lane), provide more obvious cycle lanes on major routes	MNP
Safe cycle lanes	
Connecting road from Wantage road to Shillingford road to reduce traffic through town centre.	MNP
Very important to promote cycling through Wallingford- it's ideal for shorter journeys and will reduce congestion but at the moment the roads are often unsafe, particularly through the centre of town	
More car parking space needed. Move Waitrose and Cattle Market car parks. Do not close Market Place to traffic.	
Bus services/links need to be supported. Current estates e.g. Wilding Road/Blackstone Road have had service stopped leading to isolation for elderly population. (MNP: OCC responsibility)	MNP
Green corridors	
NOTE-BOTH YES & NO: Roads into and out of town already very congested at rush 'hour'. All the new housing proposed will greatly add to this.	
Protect 'du rus' services (assuming it is 'bus' MNP: Responsibility of bus companies and may attract subsidy from OCC.)	MNP
Agree with promoting use of footpaths (e.g. Hithercroft to Kinecroft) but am worried that by reducing the traffic in town centre there will be more traffic outside the town centre and the road crossings may need improving e.g. Charter Way & Croft Road. It would be brilliant to protect or enhance the wildlife along this path. Concern that increased use of footpaths may lead to increased littering, dog fouling etc Better cycle racks needed in town centre / town square / Bullcroft	MAP

6.2: Do you support the policies for Connectivity and Movement?

41 Responses



If No, what would you want to change? (4 Responses)

Additional

See above

MC1: Transport Statement and Travel Plan Statement

MAP

Paragraph 111 of NPPF2 explains that travel plans, transport statements and transport assessment will be required for all developments that generate significant amounts of movement. Paragraph 013 (ID: 42) of the Planning Practice Guidance makes it clear that it is the local planning authority that decides on a case by case basis whether a development would generate significant movements requiring the

submission of an additional transport document. The development thresholds specified in Policy MC1 for the submission of additional transport documents would be inconsistent with national guidance because it does not take into account the likely change in transport movements from a proposed development.

A transport assessment will be undertaken for the proposed development at Land North of Wallingford East (WNP Site Ref. A2). A Transport Technical Note has been prepared for the proposed development at the site, and is submitted with these representations.

The site is located within a reasonable walking and cycling distance of key local services and facilities, including schools, health services, convenience stores and other shops and services within the town centre. The site is also well related to the local bus services on Shillingford Road, Wantage Road and in Wallingford town centre. The good accessibility and connectivity of the site means that the use of sustainable modes of transport from the proposed development is both achievable and realistic. The proposed development would deliver a number of transport improvements to the walking, cycling and public transport network, including a new shared footway/cycleway, connections with existing cycle routes, and additional bus stops.

An assessment of highway and junction capacity has been undertaken for the proposed development. The proposed development would not severely impact local highway safety, the capacity of junctions, or the wider highway network, and as such it would be acceptable in terms of transport and highways.

Wallingford needs parking ++

PLEASE NOTE-THIS IS YES & NO: MC6 Not sure what this means - 20m is a very wide strip - much of this is farmland and privately owned?

If Yes, is there anything you particularly support? (11 Responses)

Additional

As Above

More parking at hospital (NHS/CCG responsibility)

MNP

Promotion of cycling but as yet it is too dangerous for children to cycle. We need proper cycle paths, wider lanes and less traffic

Regarding MC3 and MC7, the ability to safely access nearby employment and travel hubs by bike is very important (Culham Science Centre, Harwell, Didcot train station), to reduce daily traffic into/out of the town. In particular, Culham Science Centre is a realistic cycle commute for many however the current need to use narrow windy country lanes (shared with cars at 50-60 mph) is an issue.

MNP

Promotion of cycling and improvement of roads for cyclists.

On street parking on main access roads to be abolished

Cycling routes would be good.

PLEASE NOTE-THIS IS YES & NO: There does not seem to be any provision for the future of the bypass which is already proving inadequate. (MNP: OCC Responsibility)

MNP

ASSUMED SUPPORT: WS-04 key area. Town centre pedestrianisation? Or stricter control to discourage waiting cars, tourist coaches and large HGV's, to smooth bus operations and reduce congestion. NB: No HGV exit or access via Wallingford Bridge.

MAP

MC9 & MC10. Agree with promoting use of footpaths (e.g. Hithercroft to Kinecroft) but am worried that by reducing the traffic in town centre there will be more traffic outside the town centre and the road crossings may need improving e.g. Charter Way & Croft Road. It would be brilliant to protect or enhance the wildlife along this path. Concern that increased use of footpaths may lead to increased littering, dog fouling etc Better cycle racks needed in town centre / town square / Bullcroft

MC08. I suggest that reference to 'rat running' is not solely made to 'north west of Wallingford', as other parts of the town are also affected, eg Borough Avenue. In the future, cars will also concentrate in Queens Av, Fir Tree/Greenfield junction, Brookmeads Drive - all as school drop-off points, and so the objective may be better expressed in a non-specific way.

MAP

Also, could there be an ambition to introduce 20mph restrictions in parts of the Town, particularly in residential roads (this may also act as a deterrent to rat running?).

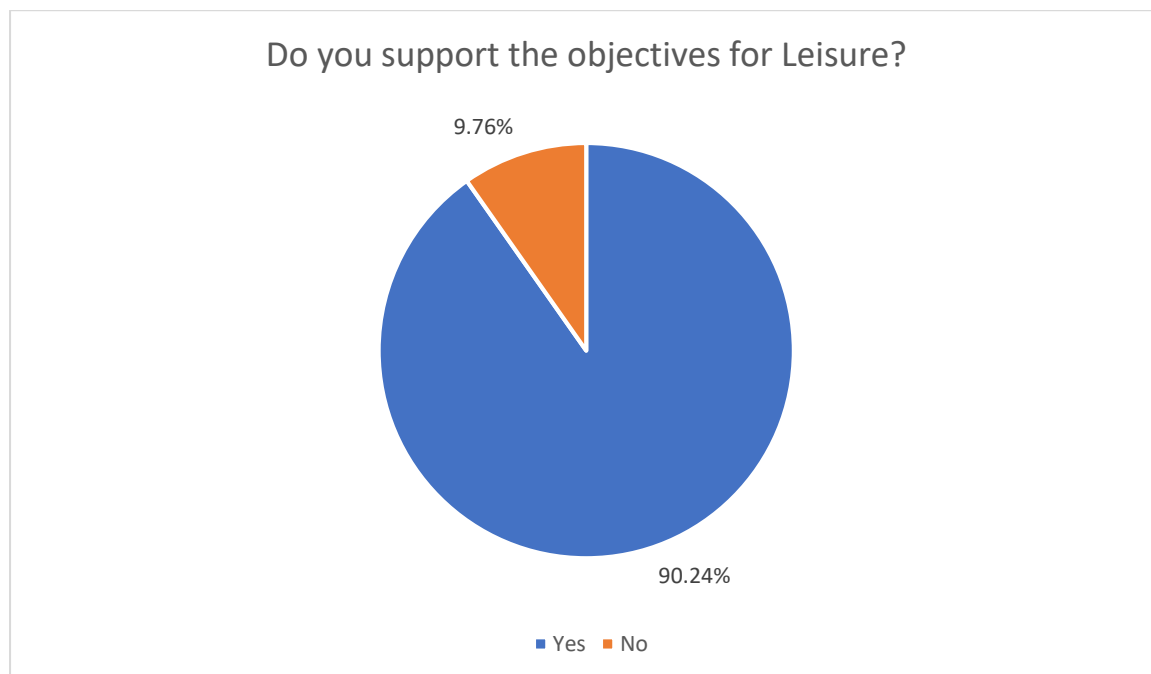
MC5

Given that the public in earlier consultations had expressed concerns about pavement parking in residential areas, can specific reference be made to tackling this issue?

7: Leisure

7:1 Do you support the objectives for Leisure?

41 Responses



If No, what would you want to change? (4 Responses)

Additional

Allotments and gardens with parks are not given the support they need because it is important to recognise that outdoors movement/leisure/activities need to be encouraged with an ever-growing proportion of the general population being overweight. Giving people the reason to go outside and take exercise in any form should be given an increased importance.

MAP

Where are the leisure facilities that are publicly owned, not business provisioned ?
I.e. the community spaces such as the Regal.

MAP

Not sure about the indoor pool.

PLEASE NOTE-BOTH YES & NO:

If Yes, is there anything you particularly support? (24 Responses)

Additional

LO5,6,7,8,9 & 10

Must improve facilities for young people.

Making the most of the riverside, is a great idea. A swimming pool would be a huge asset to the town, allowing people of all ages to be active.

An indoor swimming pool

Indoor swimming pool

AN INDOOR SWIMMING POOL IS ESSENTIAL FOR RESIDENTS WHO WANT TO GET FIT BUT CAN'T EXERCISE WITHOUT A POOL! ALSO, SWIMMING YEAR-ROUND FOR CHILDREN IN THE LOCAL AREA!

Improve Bullcroft amenities and nursery

A local swimming pool, what about leisure for older people , it's not all about children . Can we upgrade the outdoor pool, better opening time longer in the year

Maintaining the current green space in Milington Road/St Georges Road as a playing field. **MAP**

Leisure facilities desperately needed for older children who Need somewhere to go. Facilities and parks are dreadful in Wallingford compared to other villages and towns in our area. **MAP**

Indoor swimming and a proper leisure facility

Indoor swimming pool

LO7 - provision of indoor swimming pool

Improved leisure facilities for all, especially teenagers who have nothing at the moment. An indoor pool would be good... or at least a cover on the existing one so that it can be used for longer during the year. **MAP**

Leisure facilities (particularly an indoor year-round swimming pool) in Wallingford would be a great addition to the town.

Swimming pool leisure centre

Urgently Improve play facilities for children in Bullcroft. They are dire. Build an indoor swimming pool and leisure centre.

Development of the Bullcroft to provide good quality play equipment for younger children as well as opportunities for teenagers - skate parks, youth centre spaces etc

Enhance existing provision and support facilities + swimming pool for longer each year. LO4 - added 'update of existing provisions'

Desperately need community space. Hopefully Regal build will commence quickly. **NI**

Largely, with proviso - Importance of retaining and conserving the natural riverside amenity. Not to over develop with structures and organised leisure facilities.

Diverse as possible including needs of minorities

PLEASE NOTE-BOTH YES & NO: Encourage more cycling by removing 'No Cycling' in Bullcroft which is a very negative message + increase bike racks - have in more **NI/MAP**

locations e.g. Bullcroft, near Partridge end of town, replace bike racks at St Mary's Church. Have indoor + outdoor play/gathering spaces for teens. Youth group at central venue?? Developers provide and build indoor pool + cafe + community hall at Hithercroft - look at Cholsey pavilion! Build community cafe at Bullcroft and also replace shambolic football facilities/shed, get developers to fund

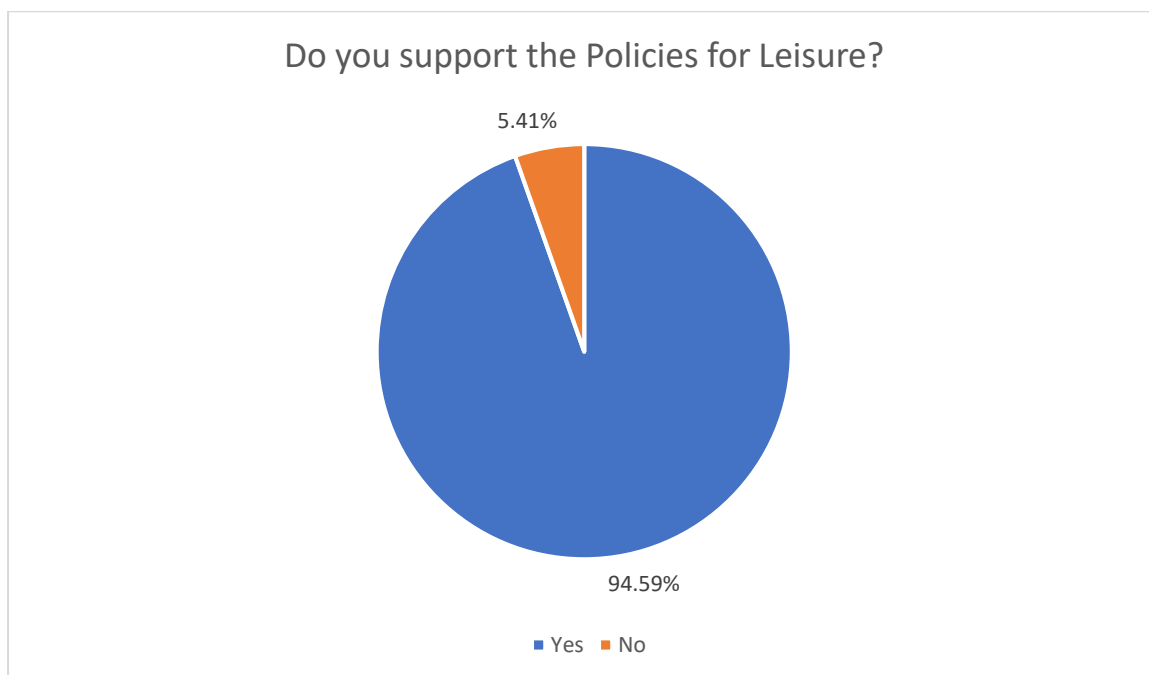
Above will reduce healthcare issues/boredom issues etc Provide adult/teen outdoor gym > Bullcroft

LO4, 5, 7 & 9. Improved facilities at the Bullcroft is a wonderful idea. Radnor road / Wilding road as Green Spaces: can the biodiversity be enhanced and these spaces provide a different aspect of play for the town e.g. maybe a Cycle / Pump track or adventure trail, a nature pond, wildflower meadow or community orchard alongside a small playpark?

MAP

7.2: Do you support the Policies for Leisure?

37 Responses



Comments on the policies for Leisure (9 Responses)

Additional

comments as above

Details please.

There should be a specific policy (L7) that supports an indoor swimming pool.

MACD

A 'free' gym in the park for those who cannot afford gym memberships. More adult based health options. Another youth club for the teenagers. Needs to be community orientated as there is a drink / drug problem in this town, the school turn a blind eye to it and there doesn't seem to be any education on the effect it has on families and the local neighbourhood.

Urgent attention to play and sports facilities in the town is required.

Developer should provide additional green spaces, moorings should be extended to generate more income. Policy L6 - after 'new developments' added 'and green spaces'

NI

ASSUMED SUPPORT: Centre is inadequate need to restore/replace Regal. Paddocks Field could be shared with amenities too.

LO4, 5, 7 & 9. Improved facilities at the Bullcroft is a wonderful idea. Improved facilities at the Bullcroft is a wonderful idea. Radnor road / Wilding road as Green Spaces: can the biodiversity be enhanced and these spaces provide a different aspect of play for the town e.g. maybe a Cycle / Pump track or adventure trail, a nature pond, wildflower meadow or community orchard alongside a small playpark?

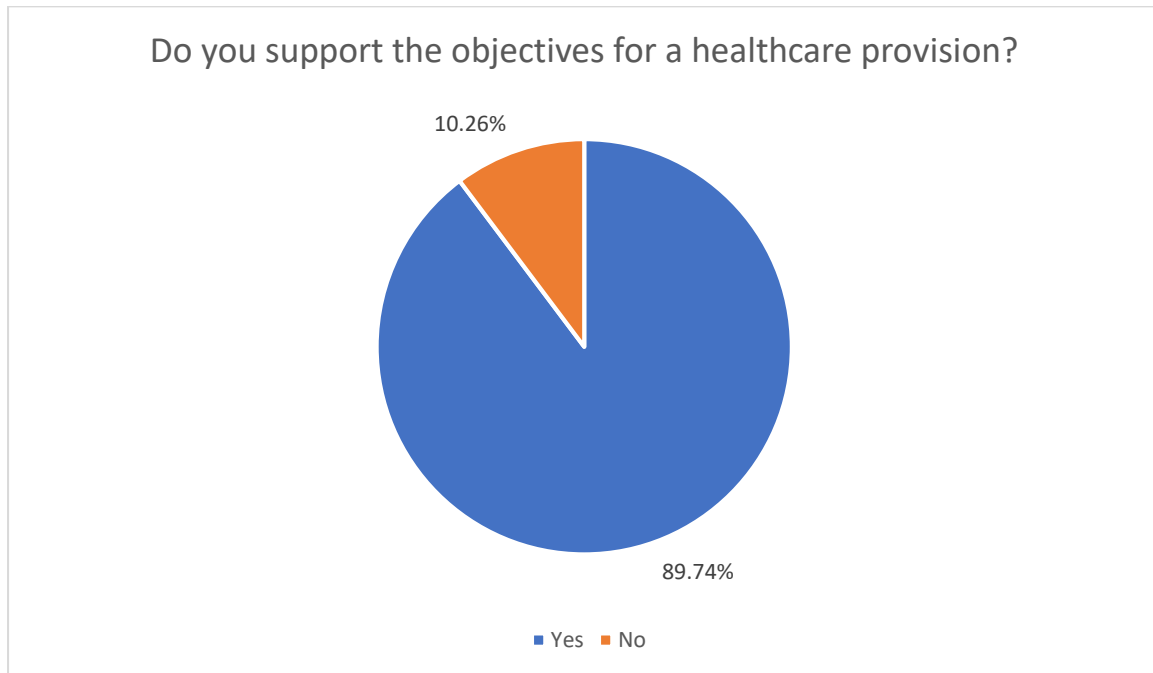
L07. The public often rank the need for an indoor swimming pool as their top requirement, and it is rightly picked out as a sole objective. However, I could see no mention of it in the Policies! How about ... If a two-form entry school is built on Site B, then the school on Site E may not be needed. This allocated space could be the town's swimming pool site. Alternatively, consider The Paddocks, before speculative housing development comes forward.

MAP

8: Healthcare Provision

8.1: Do you support the objectives for a healthcare provision?

39 Responses



Comments on the objectives for Healthcare Provision (14 Responses)

Additional

as per comments re availability of leisure facilities for exercise.

Expansion and healthcare support should not be provisioned with developers money these are one off payments and will not provide for any future needs.
The Government has proposed increasing funding for the NHS and this should be accessed. There is not enough funding to achieve all the aims of the NP from CIL and section 106!

MAP

Essential along with transport systems to get there that are accessible for All and environmental

Better access and car parking for the medical practice will be needed (MNP: NHS/CCG responsibility) **MNP**

I don't think the developer should pay for all healthcare facilities we need in town as we still won't have an accident and emergency dept. Maybe build a big extra on the medical practice and give the patient somewhere to park as at the moment its totally silly that me and my partner have to have a morning off work just for one of us to be

seen. One to drive round the block while the other goes in. Not everyone can walk to surgery.

Social care will be increasingly important with an aging population and ongoing government cuts- important to protect our most vulnerable community members (OCC responsibility) **MNP**

Ensure all developers match incoming places with healthcare provision. HO1 - after 'needs of local residents' added 'and visitors'

Need to increase doctors and size of wards, medical practice; re-open closed wards in community hospital, section 106 money to do this. (MNP: NHS/CCG responsibility) **MNP**

Urgent: New health centre should be part of any new estate plans. (MNP: NHS/CCG responsibility) **MNP**

I work for the NHS, so I strongly support this

Keep the house developers' funds ring fenced!

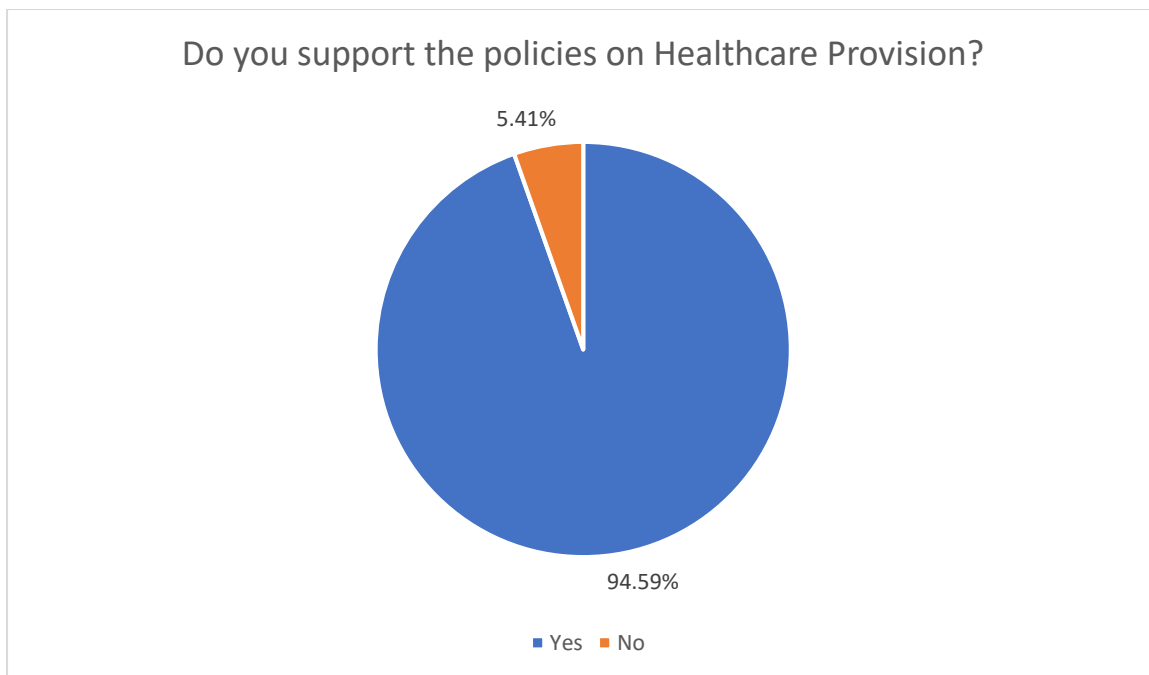
With new developments need to ensure adequate provisions.

We need more doctors. (MNP: NHS/CCG responsibility) **MNP**

Is there not a need for a second healthcare centre to respond to significant numbers of new homes. (MNP: NHS/CCG responsibility) **MNP**

8.2: Do you support the policies on Healthcare Provision?

37 Responses



Comments on the policies for Healthcare Provision (3 Responses)

Additional

No see above

We will need more health staff to support this (MNP: NHS/CCG responsibility)

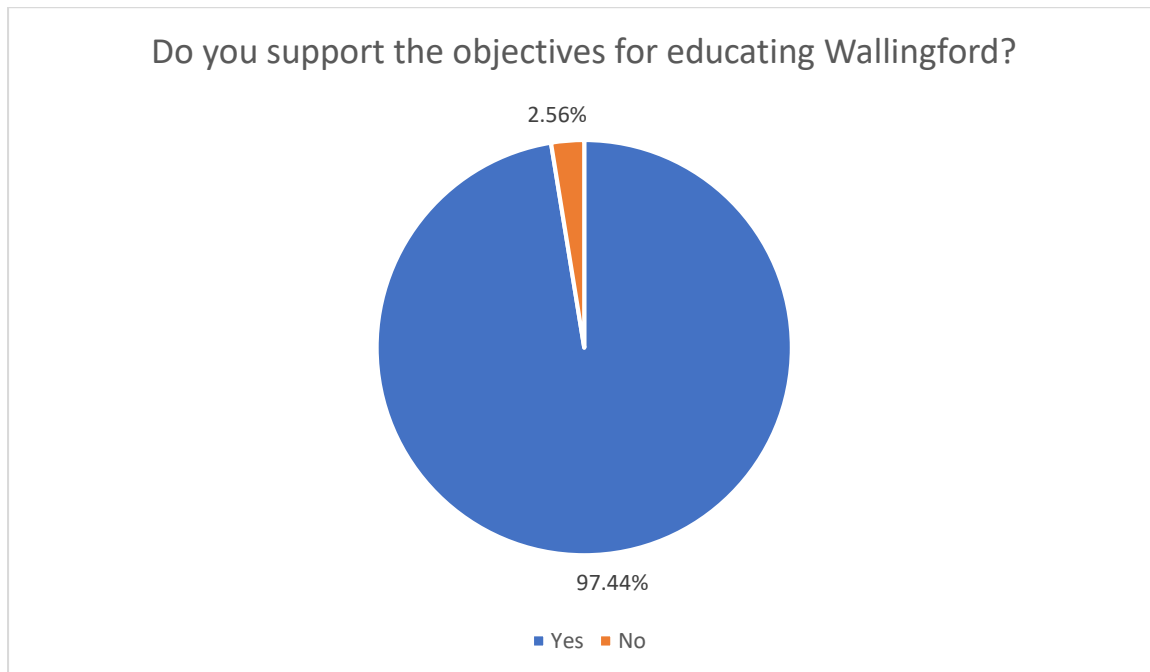
MNP

ASSUMED SUPPORT: Grasp nettle of vehicle pollution by low emission zone 10 yrs. monitoring High Street and no action yet. Doctor's practice inadequate for existing population. Hospital should be 1st call for A&E and could be expanded into two storey building. (MNP: NHS/CCG responsibility)

NI/MNP

9: Do you support the objectives for educating Wallingford?

39 Responses



9.1 Comments on the objectives for educating Wallingford (12 Responses)

Additional

You are spending the same money several times it will not be sufficient fund the expansion of the secondary school.

Would be more accurate to say Wallingford has 3-form entry primary capacity (St Nicholas and Fir Tree not being primary schools).

MAP

The second pre-school is Rainbow (not plural).

It should be considered that currently the majority of children have no realistic option other than a faith school from the age of 5-7

MAP

Need something local for post 16 for whom a level are not a sensible option. (MNP: OCC responsibility)

MNP

Wallingford School should be re-located to a new site on outskirts of town. This will reduce air pollution and traffic congestion in the centre of town (MNP: OCC responsibility)

MNP

Wallingford school already bursting at its seams and badly underfunded. Facilities and Opportunities for education courses are being cut. A real concern that needs thinking about.

Wallingford school is already at full capacity. Even if it is made bigger where are the coaches going and more cars on a b road that is already pothole city and had more if the humps cave in. If the old spirts ground is going to be a car park all kids cars and coaches to drop off there, they can walk won't kill them. Then I may get out of my drive in the morning

More spaces will likely be needed at Wallingford School as well as the feeder primaries, funding for staff to ensure class sizes do not exceed 30 is vital to maintain educational standards

Ensure developers add facilities and land in addition to S106 and CIL.

NI

I hope to have children here.

Siting of new secondary education facility should be chosen to avoid adding traffic congestion to town centre and bridges (MNP: OCC & Merchant Taylor's Oxfordshire Academy Trust responsibility)

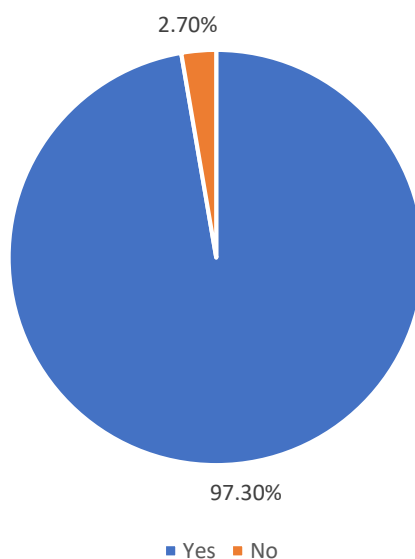
MNP

We need schools!

9.2 Do you support the policies for educating Wallingford?

37 Responses

Do you support the policies for educating Wallingford?



Comments on the policies for educating Wallingford (6 Responses)

Additional

Adult education needs to be improved and access to school facilities for community use evenings and weekends.

HE3: Additional Education Facilities

MAP

South Oxfordshire District Council has adopted a CIL Charging Schedule and has recently consulted on a CIL Spending Strategy to identify the types of infrastructure project that will be funded by CIL. Paragraph 56 of NPPF2 56 sets out the three tests for planning obligations, which are as follows: necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.

It is suggested in Policy HE3 that an additional contribution will be required for early years facilities in Wallingford. However, pre-school facilities are already identified by South Oxfordshire District Council as an infrastructure project that would be funded by CIL. An additional contribution that does not meet the tests for a planning obligation would be contrary to legislation and national guidance.

It is requested that Policy HE3 is amended to delete the following text: Any site of more than 10 dwellings must include specific contribution, above and beyond CIL, to Early Years provision in Wallingford.

The proposed development at Land North of Wallingford East (WNP Site Ref. A2) will make appropriate contributions towards education facilities and to address any impacts arising from the development. A larger development on the northern edge of Wallingford could include a primary school.

May just need to build a dance section as Mr Willis doesn't like them. He can put them in a special part and spend any extra money he receives for them on the bright students. Sits them in detention and chats about football. What about doing homework?

Secondary school needs to continue to accept children from surrounding villages
(OCC responsibility)

MNP

The plan must ensure that housebuilders contribute adequately to these services. They are ongoing and the demands increase in time as a result of housing development.

ASSUMED SUPPORT: Existing provision of primary and secondary schooling is inadequate for the planned growth. (MNP: OCC & Merchant Taylor's Oxfordshire Academy Trust responsibility)

MNP

10: General Comments (23 responses):

Respondent ID	General Comment	Add.
290918-W1	1) New quality retail into town. 2) Ease of parking for High Street residents. 3) Discourage cycle clubs/men in Lycra. They do not use cycle paths 4) Reduce number of retirement homes in the centre of town.	NI/MACD
290918-W2	Developers should be compelled to start development within one year of planning permission being granted and a good chunk of section 106 money deposited before development takes place. Land is often left idle for long periods; Site B is an example. (MNP: SODC responsibility)	MNP
200918-W3	Fear it is too late with planning applications on a number of sites going through before plan implemented. Space identified: St Nicholas School site, in theory, will be vacant when they move to site B. Would make a fantastic site for Health Centre/Nursery/Community hall etc.	
290918-W4	I think the way Wallingford is expanding you need to focus on enticing young couples who are first time buyers. For example my fiance and I are hoping to move here to be close to my parents for when we have children. It's hard for young people to buy, so houses need to be affordable. I grew up in Wallingford, so it is also important to me that the history, style and green spaces are maintained. I feel that it is vital that people would still go into Wallingford town to continue to support local businesses, so this needs to be thought of as well.	
290918-W5	These new houses need to be planned more objectively. Considering roads, a neighbourhood of course. Building houses in block a, b, c all by each other creates a concrete mass and looks awful. Once you've built on green land, it escalates on more building nearby. Its called the creep, creep, creep effect of more building. Also having illuminated signs/lights ruins the countryside effect and looks more townie. So we may end up looking more like Didcot!?	
290918-W8	More homes will cause at least one major problem, this being traffic congestion and entry and exit into and from the town. The unique character of Wallingford does not lend itself to any acceptable relief solutions. Considering the possible St George's Road car park, this is not required if immigrant intake is reduced, apart from the loss of a playing field to the growth of the area. Interesting to note that	

comments from Australians, New Zealanders etc consistently state that we are weak and excessively tolerant (Detailed objections to this project were submitted late 2017) Possibly not connected with 'health' themes, parking problems at the health centre (Medical Practice) are resulting from the recent reduced space allocation for potential patients. Cars are frequently left in the entrance, close to the Reading Road.

290918-W9

The plan is a valuable and very necessary instrument to help local people have their say on matters that affect them directly. There always seems to be a great deal of surprise and indignation when large infrastructure project seem to appear out of nowhere - I have spoken to several people recently who were unaware that a 65 acre gravel pit is to be dug less than a mile from the town centre. How does that happen? The group behind the town plan should make publicity of all and any projects. A full publicity of its function - otherwise people will continue to believe they are overridden and their views literally bulldozed aside. Equally without the maximum weight of public opinion both in support of the elements of the plan and against planning proposals we do not agree with our weak planning authorities will continue to give way to powerful and persistent developers.

290918-W10

My concern is that the new housing developments in and around Wallingford do not have the infrastructure to support them. With over 1000 new homes projected there is going to be huge pressure on facilities such as water pressure, sewage and roads. There will also need to be the necessary school and medical facilities to deal with the new population influx. We need affordable housing included so that there are properties within the financial reach of local people and key workers. Wallingford is a unique environment both naturally and historically. New homes are needed, but sufficient protection must be provided for the area's unique features.

290918-W11

PLEASE NOTE - VERY POOR HANDWRITING: Would like to see plenty of open space maintained with fitness equipment permanently placed in suitable areas. Playgrounds with plenty of space for activities. Work with BBONT to create nature [????] MAP

290918-W12

I feel the Neighbourhood Plan should be implemented as soon as possible in order to have policies in place to support Wallingford Town Council's comments on planning consultations, education and Health Care.

290918-W13

Improve leisure facilities for all - provision is extremely poor. Focus is on 13-25 age range. Youth group. Community café- Bullcroft/School Sports Centre. Build adult/teen outdoor gym - too much spent on u7s. Build new indoor swimming pool at Hithercroft - developers to fund with cafe + community hall - look at Cholsey pavilion! Encourage

cycling in our town - have signs + adequate bike parking. Remove negative message from Bullcroft. Make town centre car free all the time or on certain days? Town Council and SODC need to look forward and think more about 13-25 age range + take risks - listen to them and families with children this age as too much carrying on as in the past. Look at Cholsey + other villages.... Oxford/Henley.

290918-W14

My comments and ideas are based upon the concept of the growth and development of Wallingford to create a town for the 21st century. The growth and development of Wallingford has a critical effect on Crowmarsh residents i.e. those who live, work, sleep, travel, leisure in the 'Greater Wallingford' area (and vice-versa) - see also Neighbourhood Plan for Crowmarsh.

290918-W15

This seems very positive. Concerned that if any wildlife is damaged during construction work then something new of a similar or improved size / value should be put in place to replace it. Support the idea of the Wallingford Green Network and improving local green spaces with a range of habitats and activities. Ways of crossing the main roads (bypass and A40174) for pedestrians for connectivity with the countryside? Making sure that pedestrian and cycle networks are actually maintained and looked after

290918-W16

What is the glorious fruit of your plan? The fruit is (still) deformed children.

Introduction

I write this on the day that the IPCC has announced we have about 10 years to act before global warming becomes irreversibly destined to heat the earth, resulting in a set of utterly catastrophic outcomes. Today's IPCC report is a punctuation in a sentence we've been reading but failing to act upon since the 70s.

You say:

"the purpose of the planning system is to contribute to the achievement of sustainable development through economic, social and environmental roles"

If this is the purpose, the plan is outrageously not fit for purpose.

Indeed, it plans to attract people in to the town by internal combustion-engine vehicle, with the promise of housing, work, shopping and leisure, only to gas them once it's lured them in.

What is wrong with the Plan?

Despite warm words about cycling and walking, it privileges the car and car parking and flies in the face of evidence that without active efforts to discourage car and commercial vehicle use, private and commercial drivers will continue to exercise their sense of entitlement to drive right up to the door of their chosen destination. They will choose not to get out of their vehicles, because there is no meaningful disincentive to drive (in fact we'll even plan to provide them with smoothly flowing traffic and somewhere to park).

We live in a dirty, poisoned town, dominated by cars and other vehicles that cause harms to its human residents/visitors through their deadly emissions of NOx and particulates. Since moving here 16 years ago, I've watched the rise of these machines and I despair at this bonkers 'plan'. Our local government have no record of having any impact on the toxic emissions in the AQMA. Your plan will continue this ignoble, cynical tradition. Co-politicians in central government are on their fourth court appearance for paying lip-service to clean air and they and this plan is all of a piece.

Fact-checking your proposals

Stevenage, once a New Town, has endless cycleways: a completely safe system of transportation around the town. However, these cycleways' modal share remains at a dismal 2.4%. Walker (2017) addresses the reasons: "Firstly, both Stevenage and Milton Keynes, as befits planned communities of the 1960s, were designed primarily around the free flow of motor traffic, with easy motorway access and plentiful networks of wide roads and roundabouts. This illustrates one of the less talked-about but nonetheless vital parts of boosting cycling: it is not enough that riding a bike must be safe and convenient; driving a car must at the same time be made less straightforward (my italics).

He continues:

"To me, more important still is the other lesson. One of the main benefits brought by mass cycling is to humanise a town or city. Cyclists are not an inconvenience to be shunted onto their separate, narrow, badly lit routes, so the real, grown-up business of moving around cars and trucks can carry on as normal. As well as needing protection on main roads, cyclists must be plentiful, visible and safe on smaller, slower-speed streets within the urban centre. The joy of cycling is not just to whizz from point A to point B. It is to meander, to lock your bike against a lamp-post and pop into a shop, to take a diversion via a café or bar to see a friend."

Let's not kid ourselves. Electric vehicles emit particulates from their tyres and brakes at unsafe levels. There are no safe levels of particulates. The privileging of electric vehicles will not save the town from air pollution, or the planet from global warming.

There are numerous studies on what happens to turnover and footfall in towns that actively compel the reduction of pollution-emitting traffic and encourage cycling and walking (for emphasis: encouraging one doesn't work without discouraging the other). Counter-intuitively, when vehicular traffic goes down, turnover goes up: people buy less per visit, but visit more often and spend more than they would at baseline. It becomes a place to tarry awhile, because the environment is pleasant. The centre of Wallingford is a perfectly vile place to visit because of air pollution. For me, it's a visit of last resort and I avoid it. With the internet encroaching all the time, instead of the town centre being hollowed out, Wallingford might appreciate the extra business from visitors who like a pleasant vehicle-free environment and are

drawn to it. Your 'low emission zone' will continue to poison, damage and kill the town's residents. Whilst adults will just have to fend for themselves, what I find unforgivable is the damage to children from adults who knowingly perpetuate this physical abuse: the damage to their brains and lungs. For this, I condemn you.

We face the end of days from anthropogenic climate change. Your plan, with its tiresome homilies about cycling and walking whilst insisting on 'no loss of public car parking' (TCR3 p 22) is the perfect document for venal politicians to avoid taking difficult decisions or indeed, to show leadership of any kind. Flexible moral values (sic) inform the document at every step: 'Proposals to build on, or use otherwise, town centre land currently used for off road public car parking will be supported only where an equivalent number of spaces will be created within the town centre, thereby leading to no diminution in provision (my italics)' (TCR5, p23). MC02 refers to adequate town centre parking. MC4 refers to providing car parking spaces for new residential accommodation. MC10 talks of freeing up car parking for short term use. Under 7.3 Policies Supporting Movement and Connectivity, you state "To aid free-flow on our roads we are encouraging the provision of more car parking facilities. Looking at political intent to promote hybrid and other evolutionary vehicles, we regard car charging as a means of reducing pollution from our roads." I note there are no metrics on this 'plan' to reduce air pollution or cut down car use. It is axiomatic that provision for cars encourages increased car use and unsafe levels of particulates. Cycling and walking provision without disincentives for cars, leads to no appreciable change in modal share. The plan is not fit for purpose.

Conclusion – How do you sleep at night, especially if you have children?

Rather than gassing children (and others) and encouraging catastrophic climate change, how about a plan that strongly, actively, disincentivizes car and commercial vehicle use, removes pollution from the town centre, and increases turnover for local businesses because people want to come into a pleasant environment instead of one dominated by poisonous machines? With the powers you have, how about doing something to make the town (and the planet) habitable? The solutions are perfectly obvious. I'm not going to elaborate on them because they are easily discovered. Either you are not remotely interested, or you've found some way to dismiss them. I despair that you're not going to do the right thing at least until all other avenues have been exhausted, and the burning platform for change becomes an irreversibly poisoned, burning earth. This plan fails to think outside the (metal) box.

290918-W17

Just a few editing issues that I'm sure have already been resolved. Reading through Section 8 - Leisure there are a few typos and what looks like a copy and paste error at the top of page 29

The informal open spaces at Wilding Road and Radnor Road, meet

the criteria for designation as Local The allotments in Wallingford are provided and run by the Town Council.

Also, should refer to 'Bull Croft' rather than 'Bullcroft' - currently both are used.

I'm not clear on the distinction between Leisure Objective LO4 and LO6 - these might need rewording, so it is clearer what each refers to.

I'd love to see the proposals map if there is an electronic copy of this available.

290918-W19

I feel I need to put my two pennies, as a Wallingford Resident, I am sure that you have had a large response. I expect some positive some negative, from my own perspective the Town is dying, I feel making walkways, pedestrianizing and making everything okay for cycles in some councillor's minds is wonderful, but not reality, this is a rural town where people come in from outlying villages to use the facilities, the bulk of this will be done by car, I have watched two towns, one in Surrey which is Leatherhead and one in Sussex which is Horsham, which has gone down your proposed route and they are in a bad state, shops closed etc etc how do I know, I visit them because of family and friends

You as a COUNCIL recently said you would provide better parking, this has not come about, you tried to buy the POLICE station site, but it was too expensive, then your proposal to do away with the parking bays in Reading Road, What a MISTAKE

1- They provide a service for people to park and spend money in the town.

2- They are a traffic calming situation, which slows the traffic on the approach to the town, so no money needs to be spent as they are already in situ

These must not be done away with

if you do not think seriously about the parking, people will bi-pass this town and go straight to Didcot to do their shopping after all is this not where SODC are pumping the money into, what a loss of revenue to the town. In your plan where is the Infrastructure to go with all these new houses i.e. Doctor's surgery etc. It is currently very difficult to get an appt, what will it be like in the future.

Have the Town council not thought about a proper indoor swimming pool, which maybe could be built in Wallingford school grounds, Because the outdoor one is only limited use, We have to go to Didcot at the moment, this would be of great benefit for all the residents

What is happening to the REGAL CENTRE, this is taking far too long surrounding villages have their village hall, we have nothing, another detriment to the residents when this was closed. As for climate and better air pollution how about getting on to the bus company and get

them to use less pollutant vehicles, have the Town council heard of America, Russia, India, Europe, all of these have a detriment to the air that we breathe and that goes for Wallingford with the amount that they push into the atmosphere.

You as a COUNCIL will have to think long and hard about some of these policy's you want to implement, because I as a resident do not agree with a good bit of your suggestion's I wish I could see some light, but long term I cannot see how the town will survive, money and industry will dictate that

290919-W23 Outline consent has been given to infill between town and bypass. This consists of approximately 1200 houses. If the provisions of the Neighbourhood Plan are not in place before full planning permission is granted, I strongly believe Wallingford will lose much of its current character. We will probably move.

290918-W24 giving such a short time frame for responses surely means that many people, like myself, can only give shortened responses and are able to put in less effort and they would like. NI

290918-W25 **What is the current and forecasted spend on the NP.**

290918-W27 Any Other Comments
We have comments on two other matters: consultation arrangements and future housing requirements. We are promoting land at Land North of Wallingford East (WNP Site Ref. A2) on behalf of Croudace Homes as a potential allocation for residential development through the emerging South Oxfordshire Local Plan (SOLP2033) and the WNP. We have comments on the previous assessment of the site, the minerals resource at the site, and the development potential of the site. A Vision Document and Transport Technical Note for the site are submitted with these representations.

FULL REPRESENTATIONS SUBMITTED BY E-MAIL

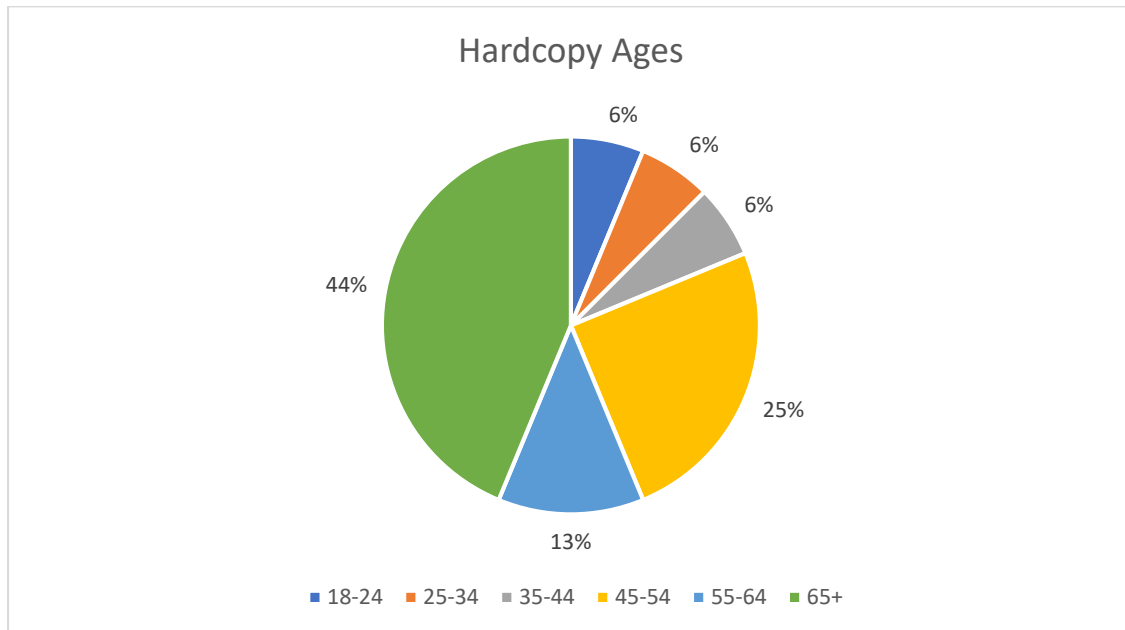
290918-W30 All makes good sense, but I feel it's weak in two major ways. Firstly, it's too late. Sites are already being developed without any local support (Winterbrook, for instance). More importantly, these proposals are far too general. They give developers carte blanche to develop where they like, as has already happened. Without the painful process of specifying actual sites for domestic and commercial developments I think it is an empty exercise. NI

290918-W32 We need an indoor swimming pool!

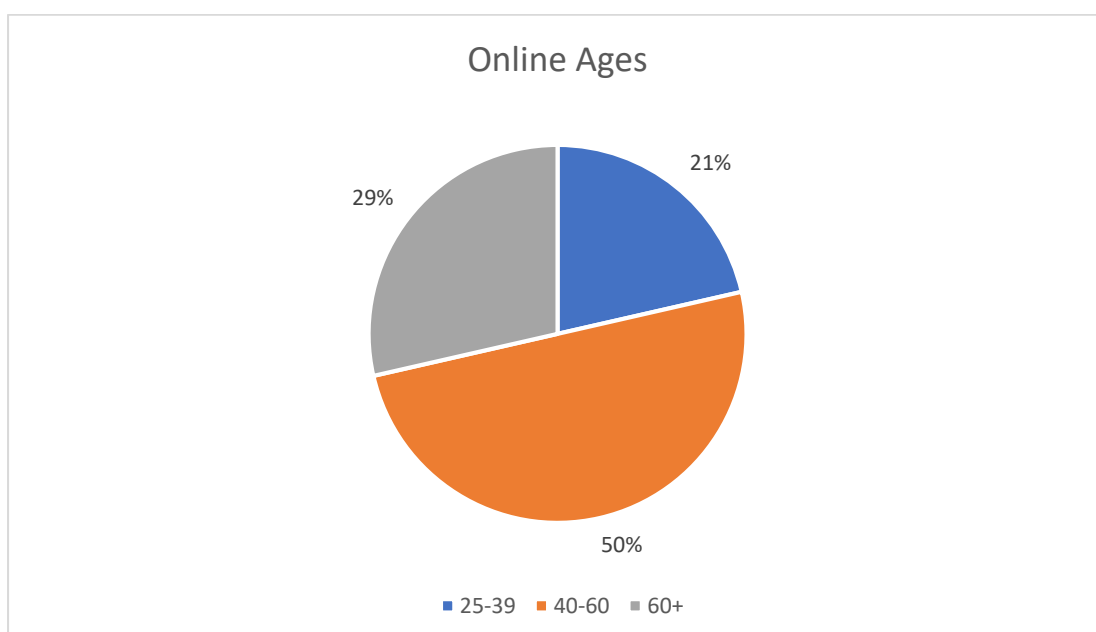
290918-W34 How is it to be funded, must rates rise?

11: Age Profiling

Hard Copy



Online Ages



APPENDIX C: ACKNOWLEDGEMENTS

Appreciation is expressed to the following persons for their assistance with the running of the public consultation:

<i>Assistance given</i>	<i>Persons</i>
Preparation of consultation literature and display units	John Harding – NP Design & Print Peter Starr – Wallingford Town Council Councillor Lee Upcraft – Wallingford Town Council
Communication to Residents and Businesses	Barbara Atkins – Wallingford Town Council Councillor Ruth Baroni – Wallingford Town Council Sue Hendrie – WNP Steering Group Councillor Adrian Lloyd – Wallingford Town Council Opinder Liddar – WNP Steering Group Paula Lopez – Wallingford Town Council Wendy Tobitt – WNP Steering Group Councillor Lee Upcraft – Wallingford Town Council Jon Wheatcroft – WNP Steering Group
Management of the public consultation in venue	Councillor Ruth Baroni – Wallingford Town Council Sue Hendrie – WNP Steering Group Opinder Liddar – WNP Steering Group Councillor Adrian Lloyd – Wallingford Town Council Jane Randle – WNP Steering Group Peter Starr – Wallingford Town Council Tim Sugar – Ridgeway Community Church Wendy Tobitt – WNP Steering Group Jon Wheatcroft – WNP Steering Group
Preparation and publication of online material	Councillor Ruth Baroni – Wallingford Town Council

	Ruth Saunders- Wallingford Town Council
Analysis of Feedback	Peter Starr – Wallingford Town Council
	Jon Wheatcroft – WNP Steering Group
	George Wilder

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