

## **Wallingford Town Council Response to Examiner's Clarification Note**

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## **Wallingford Neighbourhood Plan Review Steering Group's response to the Examiner's Clarification Note 22 August (which are summarised in blue italics below).**

The Wallingford Neighbourhood Plan Review Steering Group, on behalf of Wallingford Town Council, wishes to thank the Examiner for his recognition of our work reviewing the WNP 2021, and extending the time for us to respond to his Clarification Note received on 22 August.

Our responses are given below and in the Consultation Summary\_FINAL\_18 Sept document.

### *General*

*Does the TC anticipate a further review of the Plan to respond to the emerging Joint Local Plan?*

The current timetable for the Joint Local Plan shows publication of the Draft this autumn. At the same time as we prepared this document, SODC published the Regulation 19 draft version of the Joint Local Plan (pre-submission publication version) in the Cabinet Papers for a meeting on 19 September 2024.

<https://democratic.southoxon.gov.uk/documents/g3442/Public%20reports%20pack%20Thursday%2019-Sep-2024%2018.00%20Cabinet.pdf?T=10>

We are aware the JLP 2041 will soon begin a six-week consultation period, and there may be minor changes before it is submitted to the Secretary of State in December 2024 for independent examination, but the overall strategy and policies are likely to remain largely unchanged.

Having referred to the Preferred Options document and worked closely with SODC during our Review, we are as confident as we can be that the WNP Review is in general conformity with the strategic policies of the emerging JLP 2041. Nevertheless, we have quickly reviewed the 806-page draft Regulation 19 document to check both whether the WNP is in general conformity with the emerging strategic policies and which of the WNP policies may be superseded by the JLP. We remain satisfied that the WNP Review is in general conformity with both the existing development plan and with the emerging JLP 2041. We make reference to the emerging JLP in our Consultation Summary document where relevant.

*Several developers assert the proposed WNDP Reviews is unnecessary and/or that it has not be positively prepared, please comment on the developers' representation and the way in which the review has been approached.*

WNP was completed in autumn 2020 and made in May 2021 after a Referendum earlier that month. To keep within the recommended five-year schedule for Neighbourhood Planning, the Town Council set up a steering group in summer 2023 with the aim of producing the Review during 2024 and the Review to be made early in 2025. We were aware of the development of the Joint Local Plan, which has been subject to some delays.

We believe we have taken a positive approach to developing the Review. We recruited new members of the steering group. These were people who moved to Wallingford since 2021 and ensured we had new perspectives on the town, its facilities and environment. They live on new developments and are interested in safe, active travel for cyclists and pedestrians; one is chair of Wallingford Living Streets.

We engaged with the GPs at the medical centre to gain a better understanding of their needs for a new building so that we could produce relevant policies. We engaged with Cholsey & Wallingford Railway to ensure stronger policies relating to this popular historic railway. We held public

consultation events and publicised public engagement via social media and the town's magazine delivered to every household.

The Town Council has regular positive meetings with Berkeley Homes, the developer of Highcroft and Winterbrook Meadows sites, to ensure WNP policies are implemented. The Town Council supported developments on brownfield land in the town centre and changes of use from retail to residential.

The Town Council is working actively with Oxfordshire County Council (OCC) to implement better traffic management in the town centre and reduce the speed of traffic. On 5 September 2024, OCC approved 20mph speed limits on several residential and radial roads in Wallingford.

There is very little land within the WTC area that is available for development. Land north of Wilding Road is designated by OCC for mineral extraction. The town's infrastructure: roads, water supply and sewage system are operating at or near capacity. Wallingford cannot take more development of the scale proposed by developers who have made representations.

### **Policy WS2**

*clarify the commentary in the policy that any associated housing 'should ensure that specialist housing needs for older and disabled people locally have been met' and in the associated supporting text in paragraph 2.6.6. Is the approach related to a general need for housing for older people, the proximity to the proposed medical centre (or both)?*

The Policy relates to the general need for housing for older and disabled people. We are currently waiting for SODC to publish the Joint Housing Needs Assessment Report which will include a section on specialist housing. Policy H13 of the Local Plan 2035 encourages developments which include the delivery of specialist housing for older people in locations with good access to public transport and local facilities. This land adjacent to the proposed doctor's surgery is just such a site. OCC Representation 9 supports land prioritised for specialist housing.

SODC has just published Regulation 19 draft version of the Joint Local Plan (pre-submission publication version). This sets out the emerging policy HOU5 and gives an indication of the proposed approach to housing for older people over the next local plan period. It sets out the continued support for new accommodation for older people directed to locations where residents will easily be able to access local services, facilities, and public transport. The emerging policy for Housing for Older People can be found on page 127 from the link below.

<https://democratic.southoxon.gov.uk/documents/g3442/Public%20reports%20pack%20Thursday%2019-Sep-2024%2018.00%20Cabinet.pdf?T=10>

### **Policy WS3**

*Map 3 needs to be clearer, it's hard to identify exactly where the built-up area boundary line is.*

Yes, we recommend an A3 fold-out map. This has been produced by SODC (see page 38 of this document).

*How does the proposed built-up area boundary relate to the area highlighted on Figure 1 of the representation made by the owners of land and buildings between Lower Wharf and St Lucian's Lane in Wallingford (Representation 7).*

We have a print-out of Fig 1 from Representation 7 with the line of the Built-up Area Boundary shown as a green line passing across St Lucian's land on page 39 of this document.

*Section H14: is the final sentence of that section appropriate for a document which provides a justification for the definition of the built-up area boundary? And does that sentence pre-judge any*

*decisions which the District Council would make on planning applications (here or elsewhere in the town) outside the built-up area boundary based on the details of Policy WS3.2 of the Plan and site-specific details?*

Agree to remove the last sentence of paragraph H14. <<It is in our view unsuitable and inappropriate for further development.>>

### **Representations**

*It would be helpful if the Town Council responded to the representations from:*

- *the owners of land between Lower Wharf and St Lucian's Lane (Representation 7);*
- *Oxfordshire County Council (Representation 9);*
- *L&Q Estates (Representation 11);*
- *Croudace Homes (Representation 13);*
- *David Wilson Homes (Representation 15);*
- *Nicholas King Homes (Representation 16);*
- *the Buckinghamshire, Oxfordshire, and Berkshire West Integrated Care Board (Representation 17); and*
- *Berkeley Homes (Representation 19)*
- *SODC suggestions for revisions to some policies and parts of general text (Representation 14)*
- *Are there other Representations that the Town Council wishes to respond to?*

Consultation Summary\_FINAL\_19 Sept document (see pp. 4-37) covers all 20 Representations.

### **Protocol for responses**

*I would be grateful for responses and the information requested by 10 September 2024. Please let me know if this timetable may be challenging to achieve. It is intended to maintain the momentum of the examination.*

We appreciate the Examiner's intention to maintain the momentum of the examination. Due to several people being unavailable from 29 August to 3 September, we requested an extension of a few weeks. Thank you for giving the Steering Group enough time to address all the issues raised by the Representations.

**Cllr Sue Hendrie and Wendy Tobitt**

**Co-chairs Wallingford Neighbourhood Plan Review Steering Group**

**19 September 2024**

## Wallingford Neighbourhood Plan Review 2024

### CONSULTATION SUMMARY

This document catalogues the responses from the Wallingford Neighbourhood Plan Review Steering Group to the representations and comments received from the Regulation 16 Consultation led by South Oxfordshire District Council between 13 June and 25 July 2024.

**We would like to make changes (in red below) subject to approval by the Examiner.**

Ref	Comment	WTC Response	WNP Ref
1	<b>Tony Stead – Cholsey and Wallingford Railway</b> Include more recent history Explain why the land safeguarded beside the railway is now only 10m rather than the 20m it was originally.	The WNP is not intended to be a definitive historical guide. Chapter 4 describes in most detail those areas which are of national significance and of most relevance to plan policies. The land safeguarded along the railway corridor in the made WNP is 10m, this has not changed.	
2	<b>Wallingford Medical Practice</b> Support policy WS2	These comments are noted, and should be read alongside those of the Integrated Care Board, Representation 17, and our responses to that.	
3	<b>Richard Bakesef</b> Typographical error at para 2.4.9 bullet 3	Amendment: <b>the</b> potential for air quality issues in the High Street and beyond resulting from the volume of traffic in the town;	Ch 2
4	<b>Ross</b> Supports WNP review and would not want to see development extend beyond the ring road. Wallingford should be seen in the context of its immediately adjoining villages, development there will undermine Wallingford's rural identity. Consideration should be given to pedestrianisation of the town square.	We welcome these comments from a young resident of Wallingford and note them	
5	<b>Gillian Davies</b> WNP does not address lack of sewerage infrastructure. Issues are identified but not addressed in the plan	We note these comments and refer to our responses to the Thames Water Representation 6	

	Thames Water recommendations and policy are not included		
6	<b>Thames Water</b>	<b>Additional and amended text in red</b>	
	<p>Proposed new text New Water/wastewater infrastructure Where appropriate, planning permission for developments which result in the need for off-site upgrades, will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades.”</p> <p>“The Local Planning Authority will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers are encouraged to contact the water/waste water company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint the Local Planning Authority will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.”</p> <p>Surface Water Drainage “It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding.”</p>	<p>We consider the proposed new text and policy more appropriate to the Joint Local Plan as water and wastewater infrastructure applies to the whole district and is not specific to Wallingford. Nevertheless, the WTC is keen to ensure that essential utility infrastructure is provided for new developments.</p> <p>The additions below are under objective WNP 04 and additional paragraphs in Chapter 2.</p> <p>WNP 04: New development will be provided with necessary infrastructure, <b>including water and wastewater infrastructure</b>, to provide for the well-being and needs of residents and those who depend on the facilities and services in the town.</p> <p>Add to para 2.5.12 The community has strong concerns about the remaining capacity of a number of essential services and facilities. Many of these facilities: sewage treatment, secondary education and health are shared with neighbouring villages, and it is not possible to accurately define the remaining capacity without knowing the full level of growth likely to take place around Wallingford. This is evidenced by the Water Cycle Study<sup>3</sup> commissioned by SODC which states that “the level of development [in Wallingford] is likely to exceed current capability of [potable] mains within this area”, and furthermore that “the wastewater network capacity in this area is unlikely to be able to support the demand anticipated.” <b>Developers are encouraged to contact the water/waste water company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements.</b></p>	Ch 2

	<p>Proposed New policy: Development must be designed to be water efficient and reduce water consumption. Refurbishments and other non-domestic development will be expected to meet BREEAM water-efficiency credits. Residential development must not exceed a maximum water use of 105 litres per head per day (excluding the allowance of up to 5litres for external water consumption) using the 'Fittings Approach' in Table 2.2 of Part G of Building Regulations. Planning conditions will be applied to new residential development to ensure that the water efficiency standards are met.”</p>	<p>Add new para 2.5.13 and renumber subsequent paragraphs through to end of this section.</p> <p>2.5.13 The emerging Joint Local Plan will include a new Water Cycle Study that will take account of the current and future issues regarding the provision of water and waste water services to new and current developments, and the requirement for better water efficiency standards to be built-in to new developments.</p> <p>Addition to Objective INF1 in Chapter 9 INF1: To support the provision of effective infrastructure including transport, highspeed broadband and utilities, including water and wastewater that will facilitate economic growth and new business development</p> <p>We note that the JLP 2041 has very comprehensive policies in relation to water and wastewater, and these will supersede any policies in the WNP Review.</p>	<p>Ch 9</p>
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7	<p><b>Williams Gallagher on behalf of the owners of land between Lower Wharf and St Lucian's Lane</b></p>	<p>We note the comments submitted by Williams Gallagher on behalf of the Wilder family.</p> <p>We have provided a scan of Fig 1 from Williams Gallagher's letter to show the line of the proposed Built-up Area Boundary, as requested by the Examiner.</p> <p>All residential buildings will be included in the Built-up Area Boundary. The Oxford University Boathouse, with its small ancillary buildings, will not be included in the Built-up Area. This is because primary use is for boat storage and training facilities with access directly to the river and the large areas of surrounding open land. It is clearly a river-related use. The site is not suitable for residential use or other development due to its position in the floodplain.</p> <p>An amended, high-resolution Map 3, Built-up Area Boundary will be provided to ensure clarity.</p>	<p><b>Ch 2 page 25</b></p>
8	<p><b>Natural England</b> No specific comments on the plan</p>	<p>Noted</p>	
9	<p><b>Oxfordshire County Council</b></p>	<p><b>Additional and amended text in red</b></p>	
	<p><b>Strategic Planning Comments</b></p> <p>A number of text amendments are needed to Policy MC1: Impact of Development Proposals on the Public Highway and Parking Provision.</p> <ul style="list-style-type: none"> <li>• This includes appropriate reference to County Council standards and, or, National Guidance, including LTN1/20.</li> </ul> <p>Further changes are also sought to: • Policy MC4: Safe Active Travel, • Policy CF1: Support for New Formal and</p>	<p>Wallingford Town Council is supportive of OCC policies including Local Transport Connectivity Plan and supporting strategies. <a href="https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/ltcp">https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/ltcp</a></p> <p>We note OCC comments re: Policy MC4, Policy CF1, Policy MC5, Policy TC5.1, Policy MC3 and comments re: Objective MC01 and MC10</p> <p>Re: Policy TC5.1</p> <p>It is our intention there is no net-loss of car parking spaces in public car parks in the town centre. It is not our intention to increase the number of car parking spaces in the town centre.</p>	



	<p>Informal Sport and Community Facilities and, • Policy MC5: Vehicle Parking.</p> <p>In regard to Policy TC5.1: Public and Private Car Parks, we regard the emphasis on the importance of car parking over improvements to public and active travel is contradictory to the County Council’s Local Transport and Connectivity Plan1 .</p> <p>Increased parking in central Wallingford would create higher risk of congestion on the rest of the network, and air quality issues.</p> <p>As per comments made in response to the made plan (February 2021), our concerns remain regarding Objective MC01 and MC10, that restricting access to through traffic in the town centre would be difficult to enforce on deliverability grounds.</p> <p>Finally the plan should be consistent and in conformity with the County Council Parking Standards2 , therefore changes are sought to: • Objective MC06 • Policy MC3: Cycling • Paragraphs 8.3.13-14, and 8.3.18</p>	<p>Re: Objectives MC01 and MC10.</p> <p>It is our intention that vehicle drivers who travel through Wallingford without stopping are strongly encouraged to use the A4130 and A4074 roads to bypass the town.</p> <p>We do not understand parking provision in residential developments to be a strategic matter, it is therefore one where the neighbourhood plan can set locally-appropriate standards. OCC standard appears to set a maximum standard which is not in accordance with NPPF para 112.</p> <p>WNP Para 8.3.12 explains why we are seeking a slightly higher standard than OCC.</p> <p>It is our view that the levels of on-street and on-pavement parking in Wallingford are a strong disincentive to active travel (walking, wheeling and cycling) and an impediment to disabled people. It also results in delays to public transport on bus routes.</p> <p>It is also our view that reducing parking standards too far results in an unsafe and poor-quality living environment. Sovereign Place (alongside the Cholsey and Wallingford Railway) is one example where limited parking was provided on a new development, and much of it was unallocated in parking courts. Visiting this estate in the evenings or at weekends shows that the parking courts are not fully utilised and the streets have bumper to bumper parking with cars half on the pavement. This is difficult for cars, particularly emergency and service vehicles, to access, deters cycling, and the pavements are difficult for people walking with pushchairs. It’s also an unattractive street environment.</p> <p>We believe the OCC standard is counterproductive in seeking to encourage more active travel in Wallingford. A comparison between OCC parking standards and WNP proposed standard is included at the end of this Consultation Summary.</p>	
	<p><b>Assistant Transport Development Officer.</b></p>	<p>We note these comments.</p>	<p><b>Ch 8</b></p>

	WS1.1(i) consider changing bullet 2 from “high quality bus stops and new bus services”; to “high quality bus infrastructure”.	Accept the addition of ‘infrastructure’ in Policy WS1.1(i)  • supporting bus services to all key destinations including railway stations, and ensuring that new developments provide high quality bus <b>infrastructure stops</b> and new bus services where required, as well as direct, safe and well-lit walking routes to the bus stops.	
	Objective MC01: As per previous comments to the adopted plan (February 2021): we raise concerns that restricting access to through traffic in the town centre would be difficult to enforce on deliverability grounds.	Objective MC01. It is our intention that vehicle drivers who travel through Wallingford without stopping are strongly encouraged to use the A4130 and A4074 roads to bypass the town.	
	Objective MC06: All new development should comply with Oxfordshire County Council Parking standards. This objective (MC06) does not recognise the opportunities for car free developments which may be suitable for some town centre locations in Wallingford.	Objective MC06: comments noted	
	Objective MC10: As per previous comments to the adopted plan (February 2021): we raise concerns that restricting access to through traffic in the town centre would be difficult to enforce on deliverability grounds.	Objective MC10. It is our intention that vehicle drivers who travel through Wallingford without stopping are strongly encouraged to use the A4130 and A4074 roads to bypass the town.	
	Paragraph 8.3.1: New developments can also result in a reduction in vehicle trips if the proposed development generates less trips than the existing land use.	Noted	
	Paragraph 8.3.4 and 8.3.5: It is unclear if these specs have been approved by the public transport team.	Noted	
	Policy MC3: Both residential and commercial developments should provide cycle parking in line with County Council standards.	It is our view that Policy MC3: Cycling is in conformity with OCC Parking Standards for both residential and commercial developments and references the correct OCC document	

		<a href="https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/PARKINGS.PDF">https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/PARKINGS.PDF</a>	
	Paragraph 8.3.13: Standards in the table are not consistent with County Council parking standards.	8.3.13 We acknowledge that the standards are not consistent with OCC parking standards. Wallingford has higher car and van ownership than is the norm for England. See also the comment above on strategic matters.	
	Paragraph 8.3.14: The reference to 'no parking provision' should be consistent with paragraphs 7.1 and 7.2 of 'Oxfordshire County Council Parking Standards for New Developments'.	8.3.14 This paragraph refers to the historic environment of Wallingford Town Centre which may mean that full parking provision is not appropriate, or that parking should be provided off-site. Exceptional circumstances would be needed to justify no parking provision.	
	Paragraph 8.3.18: EV charging should be provided in accordance with paragraphs 4.17-4.19 of 'OCC Parking Standards for New Developments'.	Additional text to 8.3.19 Policy MC7 refers to the following National and District Policies - Local Plan 2035 policy TRANS5 & NPPF 2023 Chapter 9 Promoting sustainable transport, <b>and OCC Parking Standards for New Developments.</b>	<b>Ch 8</b>
	<p><b>Place Planning (Transport) Planner</b></p> <p>1. Policy MC1 Impact of development proposals on the public highway network.</p> <p>a. MC1.1 - Change avoid congestion to mitigate congestion.</p> <p>b. MC1.2 - Change "adequate standard" to "an adoptable OCC standard" (as per MC4.1(g)) or reference national guidance such as LTN1/20 as to align more closely with the Vision for Wallingford, as set out in this document (to address the issue of a lack of cycling infrastructure in the town). It will also align to the OCC aspiration to develop an LCWIP for the town and its surrounding areas.</p>	<p>We note these comments and will amend text</p> <p>Policy MC1.1 Development proposals should identify the way in which they would be satisfactorily accommodated within the local highway network and <b>avoid mitigate</b> congestion in Wallingford Town centre.</p> <p>Policy MC1.2 All development proposals should demonstrate that significant adverse impacts can be adequately mitigated so that: 1. congestion and poor air quality is not increased, 2. the safety and attractiveness of roads and routes for pedestrians and cyclists is to <b>an adoptable OCC standard</b> 3. formal parking availability is not reduced.</p> <p>Policy MC1.3 Appropriate provision for works and/or contributions will be required towards providing <b>an adoptable OCC standard</b> of accessibility by all modes of travel and mitigating the impacts of development proposals on the road network. Consideration should be given to cumulative impacts.</p>	<b>Ch 8</b>

	<p>c. MC1.3 - change the use of the word "adequate" to "an adoptable OCC standard", especially with regard to accessibility, this needs to be to a satisfactory standard to be more inclusive. No "adequate" infrastructure will aid the mitigation of new developments on the road network, it needs to be to a higher standard to encourage modal shift.</p> <p>d. MC1.4 (f) - it must be noted that the OCC Street Design Guide and the OCC Parking Standards are two separate documents and are not mutually exclusive - the new parking standards should be applied over the street design guide.</p>	<p>This should take account of the latest evidence and will inform the scoping of the Transport Assessment and Travel Plan.</p> <p>Policy MC1.4(f) the approach to parking provision should consider guidance from the <a href="#">OCC Parking Standards</a>. <a href="#">[New footnote link to be inserted] Street Design Guide51</a>. Due consideration will be given to local levels of car ownership and the safety and free flow of all road users including Active Travel.</p>	
	<p>2. Policy MC4: Safe active travel.</p> <p>a. The recommendation to include the word "direct" was not heeded, it's part of the LTN 1/20 guidance to ensure that cycle infrastructure is direct to be more attractive to users and not exclude any of them.</p> <p>b. 4.1(g) - should any of the new roads, pedestrian routes and cycleways be built out by developers to a standard that could be adopted by the local highway authority.</p>	<p>Policy MC4.1(a) provide for a safe and convenient access to the highway network for all highway users and for safe, <b>direct</b> and convenient access to important destinations in Wallingford including the town centre, schools, employment areas and health facilities; development proposals which join up footways, cycle paths/cycle ways into a comprehensive linked network across the area will be supported. Support will be given to proposals that:</p> <ul style="list-style-type: none"> <li>• encourage walking, <b>wheeling</b>, cycling and use of public transport</li> <li>• enhance and maintain connectivity with the existing rights of way network and Local Green Spaces and open spaces within the town.</li> </ul> <p>Policy MC4.1(g) comments are noted. Policy MC1.2 covers this.</p>	<b>Ch 8</b>
	<p>3. Policy CF1 - the mention of parking at the Sports Park should include cycle parking to ensure alignment with the Vision and the desire to align with the OCC's Active Travel Strategy (10.1.7).</p>	<p>Policy CF1.2 Proposals for the following will be particularly supported: 1. At the Regal Centre site – a replacement community hall 2. At the Bull Croft – a replacement pavilion 3. At the Sports Park – proposals to expand capacity for sport, in particular hockey and football together with supporting facilities for changing and <b>cycle</b> parking.</p>	<b>Ch 9</b>
	<p>4. Policy MC5 a. 5.1 - remove the word "minimum" and include the updated table from the OCC Parking</p>	<p>Policy MC5.1 Development proposals should meet Oxfordshire County Council's <b>minimum</b> parking standards. Where feasible and appropriate,</p>	<b>Ch 8</b>

	Standards guidance, which has since been updated following the WNP adoption in 2021	<p>proposals for residential development should also meet the parking provision included in paragraph 8.3.13:</p> <p>We do not intend to include the updated table from the OCC Parking Standards guidance. We acknowledge that the standards are not consistent with OCC parking standards. Wallingford has higher car and van ownership than is the norm for England. See also comment above on strategic matters.</p>	
	5. "10.1.8: Wallingford TC will work with OCC and other partners to improve safe, active travel opportunities for everyone, including people using mobility aids. This will be achieved through initiatives including the following:" perhaps rephrase this to "to provide safe and inclusive active travel opportunities" as inclusive is not limited to those using mobility aids but also those with pushchairs/buggies, those who may not need an aid but need more time or space when moving around etc.	Add recommended text. 10.1.8 Wallingford Town Council will work with Oxfordshire County Council and other partners to <del>improve safe, active</del> <b>provide safe and inclusive active travel</b> opportunities for everyone, including people <del>with mobility aids and pushchairs. using mobility aids.</del>	<b>Ch 10</b>
	2.4.9 lays out the issues in Wallingford that need addressing, which include topics such as a declining retail function, poor pedestrian and cycle routes in parts of the town, limited public transport connectivity around the town and to larger centres. However, amongst these issues raised is the "lack of parking" available. This is not an issue within the County Council's Local Transport and Connectivity Plan nor one that will help to address the other issues laid out in this document. Perhaps this should be rephrased to address the lack of accessibility in central Wallingford, especially for those with a blue badge. It is also contradictory to the issues and aspirations laid out here; the pedestrianisation and removal of through traffic through the market square will be that much harder to	We note the comments re: 2.4.9 and do not propose any changes to the text	

	achieve if more private cars are entering the town to access parking.		
	2.6 site allocation - Winterbrook Meadows • WS2.1(a) – ensure pedestrian AND CYCLE crossing • WS2.1(b) - any cycle links here need to be LTN 1/20 compliant	<p>Add recommended text. Policy WS2.1 (a) vehicular access is provided via a new junction at the bypass (A 4130) roundabout with formal pedestrian and cycle crossing facilities across the bypass, and</p> <p>Policy WS2.1(b) footpath and cycle links through the site and linking to adjacent housing at Portcullis Drive and Brookmead Drive are LTN1/20 compliant and <del>provided to</del> ensure the development is well connected to the town facilities, and...</p>	<b>Ch 2</b>
	7.7 CAR PARKING • Policy TC5.1 - developments proposals in Wallingford Town Centre that would result in the loss of public or private car parking spaces will not be supported unless the proposal concerned demonstrates that it will create at least the same number of spaces as will be lost elsewhere within the town centre. By emphasising the importance of car parking over the improvements to public transport and active, there is a contradiction to the focus on the climate emergency and the desire for active travel provisions, as well as those concerns raised about the air quality in the high street area caused by the volume of traffic as laid out in this neighbourhood plan. Further to this, it also contradicts OCC's LTCP. If the parking were to increase in central Wallingford, this would increase the number of vehicles entering into the town and adding to the congestion. This, coupled with the aspiration to close and pedestrianise the town square area, would only put the rest of the network at risk of congestion and air quality issues.	<p>Re: 7.7 Car Parking. We note these comments.</p> <p>There is no intention to increase the number of car parking spaces in the town centre. It is our intention there is no net-loss of car parking spaces in the town centre.</p>	
	<b>Public Health Team</b>	We note the comments from Public Health Team.	

	<p>Chapter 2 - Strategy for Wallingford: We note the inclusion of Green Network, provision of open spaces accessible for all, and provision of facilities for people to meet outdoors within policy WS1. However, we reiterate our previous comments that the specific mitigations required to address the climate emergency should be referenced, including the strategic positioning of tree planting along active travel routes, separating vehicular traffic from non-motorised users with vegetation/trees, and the role of trees and residential dwellings. We support the additional information provided in policy WS2 surrounding the need for the proposed medical centre to allow space for a hub facility for the delivery of medical and health services, and for possible expansion to meet longer term needs. We also note within this policy that where land was previously set aside for a school (and now to be assigned to a medical practice), any additional land will be prioritised for specialist housing for older people. This is strongly supported, especially since Wallingford has an ageing population. We support the inclusion of tree/hedgerow protection and for there to be no unacceptable impacts on the biodiversity and flood resilience of watercourses within policy WS3.</p> <p>Chapter 5 – Natural Environment: We note that ‘wheeling’ remains omitted from the Plan in reference to the potential users of green corridors. Wayfinding signage is also an important aspect of improving public rights of way to ensure they are well-used</p>	<p>The word ‘wheeling’ has been added to Policy MC4.1(a) to cover all the cycling and walking routes.</p>	<p>Ch 8</p>
<p><b>10</b></p>	<p><b>Migwal</b></p>	<p>We note these comments and propose these additions</p>	

	<p>Building Regs standards do not make provision for powered chairs.</p> <p>WS1 To include a clause about improving access to the town overall. There is only mention of green spaces being accessible to all. Improving access should be part of the local strategy as this will benefit business in terms of increasing footfall, promote community participation, and help attract tourists.</p> <p>Development proposals will be supported, as appropriate to their scale and nature, where they positively:</p> <p>Improve on, or provide for the first time, inclusive access for disabled and older people</p> <p>MC4.1 (h) we would like to see reference to the government guidelines along similar lines to the way DfT guidance is referenced in MC04</p>	<p>WS1.1(i) minimise the adverse effects of car travel, particularly air pollution in the town centre, congestion at peak times, discourteous parking and speeding, which makes our roads less attractive for other users, by:</p> <ul style="list-style-type: none"> <li>• supporting walking, <b>wheeling</b> and cycling as the first choice for journeys within Wallingford and ensuring new developments bring existing routes up to a high standard making them more attractive and practical to use, and provide new well-lit footpaths and cycle paths or lanes and pedestrian crossing facilities;</li> <li>• <b>enabling inclusive access for disabled and older people to the town’s facilities, services, recreational and green spaces</b></li> <li>• supporting bus services to all key destinations including railway stations, and ensuring that new developments provide high quality bus stops and new bus services where required, as well as direct, safe and well-lit walking routes to the bus stops.</li> <li>• ensuring 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 that these are mitigated appropriately.</li> </ul> <p>Re: MC4.1(h) the OCC Parking Standards for new developments covers this in Policy MC5.1</p>	<p><b>Ch 2</b></p>
<p><b>11</b></p>	<p><b>L&amp;Q Estates</b></p> <p>Working jointly with Croudace Homes, L&amp;Q Estates have previously promoted the proposal through the adopted South Oxfordshire Local Plan 2035. This representation is accompanied by a vision document for an ambitious urban extension referred to as Wallingford Northern Gateway (Appendix 2). This vision document provides further details illustrating how the Site can deliver a high-quality residential-led development, comprising of circa 1,500 new homes,</p>	<p>We note these comments. No changes are proposed. These are our comments in response the representations.</p> <p>Para 11.1.7 of the made WNP is clear that WTC will make the decision about when to formally review the WNP based on, amongst other things, the perceived effectiveness of the plan.</p> <p>Para 11.1.8 indicates that such a review will ideally be in parallel with the review of SOLP2035.</p>	



<p>including affordable housing, as well as strategic infrastructure, including a possible new school. Paragraph 8 (2) of Schedule 4B (e) of the Town and Country Planning Act 1990 and Planning Practice Guidance ('PPG') (Paragraph 065 Reference ID: 41-065-20140306) set out the Basic Conditions that a Neighbourhood Plan must meet. These include a requirement that neighbourhood plans must be in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area). Paragraph 20 of the NPPF sets out the strategic matters which are expected to be addressed through policies in Local Plans. This includes, amongst others, sufficient provision for housing (including affordable housing), community facilities, and the conservation and enhancement of the natural, built, and historic environment. It is acknowledged that the Local Plan currently forming part of the development plan in this geography is the adopted South Oxfordshire Local Plan 2035</p> <p>The JLP is due to be published for Regulation 19 consultation before the end of 2024, and examination and adoption during 2025. Therefore, there is a risk for the neighbourhood plan review to be out of date within a short time scale of it being made.</p> <p>Taking account of the above, this representation comments upon:</p> <ul style="list-style-type: none"> <li>• The timing and purpose of the WNPR;</li> <li>• Consistency of the WNPR with the basic conditions;</li> <li>• Up-to-date evidence of housing need for South Oxfordshire (and the Vale of White Horse); and</li> </ul>	<p>A number of matters led WTC to decide to progress the WNP Review ahead of the Joint Local Plan:</p> <ul style="list-style-type: none"> <li>• The delay caused by the abandonment of the Oxfordshire Plan 2050 and SODC starting work on the JLP 2041</li> <li>• The short-term difficulty SODC has in maintaining a 5 year supply of housing land, despite the considerable headroom within SOLP 2035, due to the time taken for some sites to come onstream and the step-change in expected delivery. Some policies of SOLP 2035 may therefore be considered out of date.</li> <li>• Speculative pressure for housing development in around Wallingford</li> <li>• The status of neighbourhood plans in national policy.</li> <li>• The time taken to undertake a review.</li> </ul> <p>WTC consider it important to remain within a plan-led system, therefore it is imperative to have an up-to-date neighbourhood plan.</p> <p>WTC understand the risk of preparing a neighbourhood plan ahead of the new Joint Local Plan. We have worked with SODC during the preparation of the WNP Review.</p> <p>SODC has undertaken a new Housing Needs Assessment 2023 and has not indicated that the housing requirement for Wallingford is likely to be increased. In fact, SOLP 2035 Table 4c demonstrates that the Local Plan will deliver 30,056 with a further 2,815 beyond the Plan period, giving total supply of 32,871 homes.</p> <p>We know from the Preferred Options document for the JLP 2041 that the housing allocation at Chalgrove will not go ahead and that some of the Didcot gateway homes will be lost. This could be an overall reduction of 3,300 and reduce the overall supply to 29,571.</p>	
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<p>• The proposed amendments to draft policies where appropriate.</p> <p>The Modifications Statement (January 2024) confirms that the WNP was made in June 2021. The Examiner’s Report for the WNP dated 19th January 2021 at paragraph 7.29 recommends that any ‘made’ neighbourhood plan is reviewed at a time to correspond with the review of the local plan. Paragraph 7.29 goes on to state that this will ensure that the two plans remain complementary in their approaches and that it will allow the Wallingford evidence base to be reassessed and reviewed to take account of any potential readjustments in the overall delivery of housing in the town and any specific changes in the local housing needs.</p> <p>Furthermore, paragraph 7.146 of the Examiner’s Report provides a replacement paragraph 11.1.8 of the WNP which ties the review of any ‘made’ neighbourhood plan to the future review of the local plan.</p> <p>Paragraph 7.146 again sets out that this process would ensure that the different elements of the development plan were complementary. As stated above, the JLP has reached Regulation 18 stage (with consultation having closed in February 2024), and is due to be published for Regulation 19 consultation before the end of 2024, and examination and adoption during 2025. On this basis, we strongly recommend that any further progress of the WNPR should await the examination and adoption of the JLP. This should ensure that the WNPR is consistent with the intentions of paragraph 11.1.8 of the WNP document, includes policies which appropriately</p>	<p>The Local Development Scheme was approved in August 2024 and sets out the timetable for the Joint Local Plan 2041. The timetable sets out that submission of the Joint Local Plan to the Secretary of State is expected to take place in December 2024.</p> <p>Any change to the JLP 2041 housing requirements will affect the overall strategy and is likely to result in a significant delay to the JLP, this will make the need for an interim position for Wallingford even more imperative.</p> <p>Also, that there are no plans at present to require the allocation of a further housing site in Wallingford. There is a small risk to making a plan ahead of the JLP 2041, which WTC is aware of, that some policies may be superseded by JLP 2041 policies.</p> <p>WTC is satisfied that there is no conflict with paras 14 and 67 of the NPPF.</p> <p>The emerging JLP 2041 indicates at Policy SP1 Bullet11 ‘We will support our communities with the preparation of neighbourhood plans that will reinforce the achievement of this spatial strategy, and we will support ambitious neighbourhood plans that may want to achieve something specific. Thame has an outstanding identified housing requirement of at least 143 homes*. <b>All other designated neighbourhood areas have a zero outstanding requirement</b>, although communities can choose to exceed this when preparing neighbourhood development plans and neighbourhood development orders. (emphasis added)</p> <p>In addition, at para 6.2 Both councils have identified a need for more homes in our districts, with national and local policies recognising the importance of boosting the supply of housing. The housing requirement and housing supply are a critical part of the plan, which assesses the need for housing in our districts and identifies how this need will be met through specific development sites. Our previous local plans contained ambitious housing targets, and an</p>	
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	<p>respond to and accord with the JLP, and meet the Basic Conditions.</p> <p>Should the Town Council continue to progress with the WNPR, in its current draft form in advance of the JLP, we question whether it would meet the requirements of paragraphs 14 and 67 of the NPPF.</p>	<p>oversupply of housing against those targets, with many large-scale housing sites planned to deliver beyond the end of last plan periods. This plan does not therefore need to identify any new large scale housing sites to meet our needs, with those existing housing sites providing enough homes to address the needs to 2041 and beyond.</p>	
	Housing Needs Assessment comments	This information is for SODC to consider as part of the JLP 2041	
	Last it is noted that new paragraph 2.5.1 has been moved within the WNPR, but not updated. It is unclear why.	WTC considered that the HNA information was more relevant in this section. The information was not updated as the district wide HNA 2023 did not identify any additional need.	
	<p>Policy WS2 Medical centre</p> <p>Education</p>	<p>The GPs working in the current medical practice have identified the size requirement for the new surgery based on population projections from allocations made in the SOLP 2035.</p> <p>OCC has identified primary school needs based on allocations in SOLP 2035. Constraint on further growth in Wallingford include both the capacity of secondary education facilities and the need to secure a route to achieving adequate medical facilities. Financial planning to achieve new infrastructure takes a considerable amount of time and underlines the importance of a plan-led approach.</p> <p>Without these essential facilities further development in the town is unsustainable.</p>	
	WS3	<p>WS 3.2 is included for clarity and sets out how proposals outside the Built-up Area Boundary will be considered.</p> <p>WS3.2 is supported by policy in the emerging JLP 2041.</p>	
	Chapter 8. Movement and Connectivity:	We note that the WNP Review policies are generally in conformity with the emerging JLP 2041 in seeking to reduce through-traffic in Wallingford and in encouraging walking, wheeling and use of public transport.	

		<p>SODC produce Air Quality Annual Status Reports, these report on the monitoring taking place across the district. Central Wallingford is one of those monitored areas and is an area of ongoing concern. No exceedances of the national air quality objectives were identified in South Oxfordshire, as reported by SODC in June 2024.</p> <p><a href="https://www.southandvale.gov.uk/app/uploads/sites/2/2024/09/2024-ASR.pdf">https://www.southandvale.gov.uk/app/uploads/sites/2/2024/09/2024-ASR.pdf</a></p> <p>There is no inconsistency between the WNP Review and the emerging JLP 2041.</p>	
	Policy MC4: Safe Active Travel:	Policy MC4.1 is prefaced with the words 'As appropriate to their scale, nature and location ...' this provides the necessary flexibility to take account of site circumstances. There is no inconsistency with the strategic policies of SOLP 2035.	
<b>12</b>	<b>Wendy Somerville</b> Unsustainable development. Not enough services to support new housing. Too much noisy traffic on roads.	Comments noted	
<b>13</b>	<b>Boyer Planning representing Croudace Homes</b>	We note the comments made and do not propose to make any changes. Our comments in response to the representation are set out below.	
	Paras 3.1 to 3.11	<p>The Modifications Statement lists those policies where changes have been made, these can be compared with the previous policies.</p> <p>The SODC Settlement Assessment does not take account of remaining capacity within facilities. Whilst Wallingford is identified as a higher tier settlement, many facilities are at capacity. Until these issues are resolved, further development than already committed would be unsustainable. The town is also surrounded closely by National Landscape designations which limit the suitability of certain areas for further development.</p>	

		<p>Appendix G sets out the need for the new GP practice. OCC has consistently highlighted the capacity limitations at Wallingford School, there is no space on the existing site for any significant expansion. If new housing is permitted, they have made it clear that pupils will need to go to alternative schools with Didcot being the most likely, this is not a sustainable solution.</p> <p>Thames Water has identified the limitations with both water supply and sewerage infrastructure. SODC's current Water Cycle Study has also identified limitations to both supply and sewerage infrastructure. SODC Leisure Facilities Study sets out limitations in recreation facilities including pitches.</p>	
	Paras 3.11 to 3.16	Please see our response to <b>L&amp;Q Estates Representation 11</b> on prematurity.	
	Para 3.17 to 3.30	<p>Sites A1 and A2 being promoted by L&amp;Q Estates and Boyer for Croudace are strategic sites. The scale of development proposed needs to be properly planned for by infrastructure providers. Such sites need to be brought forward by allocations in the development plan. At present WTC has made sufficient allocations to meet development plan requirements and does not propose to allocate these sites.</p> <p>Wallingford has made provision for at least 1,431 new homes against a minimum requirement of 1,019, this is a 40% increase above the minimum requirement, this is a considerable contribution to sustainable development and to the requirements of the South Oxfordshire Development Strategy. Additional housing will come forward through small-scale windfall developments.</p>	
	Paras 3.31 to 3.34	<p>WTC has had regard to the new Joint Housing Needs Assessment prepared by South and Vale Councils. In addition, we have had regard to the JLP Preferred Options document published earlier in 2024. Neither document indicates that there is a need for further housing in Wallingford.</p> <p>Oxford City evidence is not relevant to the WNP Review.</p>	

	Paras 3.35 to 3.46	Policy WS2.2 does not cause confusion for Wallingford residents or decision makers, it sets out clearly where they can expect to see change in the coming years and in principle how those changes should look.	
	Para 3.47 – 3.56	<p>Policy WS 3.2 reflects national and strategic policy for areas outside the built-up area of settlements, it is consistent with the WNP 2021. It adds clarity to the policy for the Built-up Area Boundary by explaining the approach to proposals outside the boundary. It is consistent with and should be read alongside SOLP policy H1.</p> <p>Within the committed sites there is considerable flexibility in the types of housing to be built and includes affordable housing, specialist housing as well as a variety in sizes of market housing. It is anticipated that this will meet Wallingford’s needs.</p>	
	Paras 3.59 to 3.66	<p>In the absence of information from SODC on the need for housing for the elderly, the WNP Review Steering Group conducted its own analysis. No criticisms of this analysis have been received.</p> <p>We are aware however that Part 2 of the SODC-commissioned Housing Needs Assessment will be looking at housing for the elderly in more detail and may subdivide the district differently. This Assessment is due to be published in Autumn 2024.</p> <p>We have therefore tried to retain flexibility within Policy WS2 should the SODC study identify a specific need in the Wallingford area which could be met on the allocated site.</p> <p>The emerging JLP 2041 Policy HOU5 encourages the provision of specialist older person’s housing on sites with 500 homes or more.</p>	

	Paras 4.1 to 4.9	<p>As explained above, WTC has taken the view not to allocate additional sites. The Neighbourhood Plan Review has therefore not changed substantially from the 2021 plan and no SEA is required. SODC has agreed with this view and a SEA Screening Statement has been issued.</p> <p>No information has been received from OCC that they agree with the comments expressed by Boyer Planning regarding the suitability of Site A2.</p>	
<b>14</b>	<b>South Oxfordshire District Council</b>	<b>Additional and amended text in red</b>	
	Ref 1: Page 5, paragraph 1.5.2 proposed changes to text	<p>Accept these changes as recommended by SODC</p> <p>1.5.2 The Development Plan, which includes Neighbourhood Plans from localities within a planning authority's area, sets out what is considered sustainable development. <del>Following consultation with the statutory bodies, South Oxfordshire District Council determined that the Wallingford NDP Review does not require a Strategic Environmental Assessment. The Screening Statement published on 8 May 2024 forms part of the evidence base supporting the plan.</del>  <del>Since there are no new allocations and limited policy changes in this 2024 Review of the WNP, the Strategic Environmental Assessment is still relevant to this Plan. A Strategic Environmental Assessment for the proposals in the 2021 WNP was carried out by consultants AECOM looking at the environmental impacts of the Plan. This is included as one of our evidence documents.</del></p>	<b>Ch 1</b>
	Ref 2: Page 5, paragraph 1.5.3 proposed change to text	<p>Accept recommended change</p> <p>1.5.3 A neighbourhood plan must also comply with the Conservation of Habitats and Species Regulations 2017 which looks at the potential for significant impacts on nature conservation sites that are of European importance. South Oxfordshire District Council consulted with Natural England, and in <del>November 2019</del> <b>May 2024</b> gave notice in a Screening</p>	<b>Ch 1</b>

		Opinion that a Habitat Regulations Assessment was not required for the Wallingford Neighbourhood Plan. This opinion is included within our evidence documents.	
	Ref 3: Page 33, paragraph 3.1.4 proposed change to text and new footnote	<p>Accept recommended changes</p> <p>3.1.4 The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. The <del>Joint South</del> Design Guide<sup>9</sup> outlines design processes and principles for responding to the character of the local area. Because these guides do not offer advice on a specific local area, we have prepared a Character Assessment of the areas which fall outside the two Conservation Areas to guide applicants. This is called the Wallingford Character Assessment Outside the Historic Core and is given in Appendix E. It identifies the key features that we would encourage in new developments, and the features to avoid because they do not respect and enhance local character</p> <p><sup>9</sup> <a href="https://www.southoxon.gov.uk/south-oxfordshire-district-council/planning-and-development/urban-design/joint-design-guide/">https://www.southoxon.gov.uk/south-oxfordshire-district-council/planning-and-development/urban-design/joint-design-guide/</a></p>	<b>Ch 3</b>
	Ref 4: Page 35, Policy HD3: Avoidance of Light Pollution proposed addition to text	<p>Accept recommended addition</p> <p>HD3.2 Developments should be designed to minimise the detrimental impact of glare and light spill on sensitive locations including <b>National Landscapes</b>, housing, local amenity, wildlife, highway and waterway users.</p>	<b>Ch 3</b>
	Ref 5: Page 39, paragraph 4.2.5 re: use of the word 'salvaged'	<p>Accept recommended amendment</p> <p>4.2.5 All these materials strongly contribute to the distinctiveness of the town. Where repair work or replacement of parts of buildings, walls, or roofs is necessary it is expected that <b>salvaged good quality</b> bricks, tiles or slates will be used or similar materials from a specialist manufacturer.</p>	<b>Ch 4</b>
	Ref 6: Page 52, Policy HA3: Views and Vistas proposed addition to text	Accept addition	<b>Ch 4</b>



		HA3.2 Where impacts are identified on either the layout of the town or the identified views, development proposals should identify ways in which the impacts can be appropriately and sensitively mitigated. <b>Development proposals should have appropriate regard to the historic panoramic view from the motte towards the Berkshire Downs identified on Map 5.</b>	
	Ref 7: Page 62, Policy EV1: Green Spaces and Green Corridors, proposed restructure of text	Accept recommendation for EV1.1 (d)  <b>respect and protect the setting of the Chilterns and North Wessex Downs National Landscapes, the River Thames and its floodplain to enhance the: • water quality for human health; • ecological and natural capital value of the river, its banks, the Thames Path National Trail; and • use of the river for formal and information recreation and promote tourism.</b>	<b>Ch 5</b>
	Ref 8: Page 63, paragraph 5.3.2 correction required	Accept correction 5.3.2 Policy <del>ENV1</del> <b>ENV3</b> of the SODC Local Plan 2035 is designed to be applied in a flexible way based on the scale, nature and location of the development proposal concerned. It also recognises that the ambition to achieve a net gain in biodiversity may not always be able to be achieved within the development site itself.	<b>Ch 5</b>
	Ref 9: Page 77, paragraph 6.3.3 correction required, remove 2 <sup>nd</sup> sentence	We note Policy JT1d) in the draft JLP 2041, which refers to 1.09ha on Hithercroft Industrial Estate as ‘carried forward’. But we believe that 1.09ha has been built on.  The WNP 2021 states in Chapter 6, page 77: 6.3.4 An additional 1.09 ha is identified by Local Plan 2035 policy EMP7 for employment at Hithercroft Industrial Estate. This requirement was generally satisfied by the development of the Lidl site, 1.16ha) at Lupton Road.  6.3.6 A small amount, 0.25 ha, of employment land remains available on the Hithercroft industrial estate from the 1.09 ha referred to in paragraph	<b>Ch 6</b>

		<p>6.3.4, which was carried forward from the South Oxfordshire Core Strategy. An application for this remaining area adjacent to Lidl has been submitted.</p> <p>Accept recommended deletion, and add additional text to explain how the 1.09ha has been developed.</p> <p>6.3.3 1.09 ha was identified by Local Plan 2035 policy EMP7 for employment at Hithercroft Industrial Estate. <del>This requirement was generally satisfied by the development of the Lidl site, 1.16ha) at Lupton Road.</del> The applicant's planning statement indicates that approximately 40 operational jobs would be provided. The Lidl store on Lupton Road opened in January 2019. <del>Two new retail/warehouse units to the rear of Lidl have taken up the remaining employment land. This means that the convenience goods floorspace requirement for Wallingford is met for the duration of the Plan period.</del></p>	
	<p>Ref 10: Page 77, Map 9. New map and evidence from Town Centres and Retail Study (December 2023) available for WNDP to use</p>	<p>We note the comments and request SODC to provide new Map with amendment to Town Centre boundary, and new evidence to inform the Primary Shopping Area and Town Centre boundary.</p> <p>We will consider if the new Map will replace Map 9 on page 77 or be inserted as a new Map.</p>	<p><b>Ch 6</b></p>
	<p>Ref 11: Page 104 – Policy MC4: Safe Active Travel recommendation to retain MC4.1(f) unchanged from the made WNP: 'be served by an adequate road network which discourages pavement parking and can accommodate traffic without creating traffic hazards or damage to the environment and references 'Active Travel England' July 2020, and 'Inclusive Transport Strategy' DfT November 2020 demonstrates the use the 'Streets for All' guidance from Historic England to enable all highway users to be safely accommodated</p>	<p>We note the comments and wish to retain the references to 'Active Travel England' July 2020 and 'Inclusive Transport Strategy' DfT November 2020.</p> <p>The 'Streets for All' Historic England document was removed because it is out of date in its transport references and policies, and comes from the 'shared space' era of 2004. We note the OCC Transport Planners do not object to our references relating to Safe Active Travel.</p> <p>We would like to consider adding: OCC Active Travel Local Transport and Connectivity Plan, and the Cycling and Walking Standards 2017.</p>	<p><b>Ch 8</b></p>

	particularly within the constraints of the historic town centre;'		
	Ref 12: Page 114, paragraph 9.2.15 Local Green Spaces designation, amendment to be correct.	Accept amendment 9.2.15 The Wallingford Neighbourhood Plan 2021 Policy CF3 to designate three Local Green Spaces at Radnor Road, Wilding Road and The Paddocks. <del>They continue to be designated in this Plan. has been satisfied.</del> Residents are benefitting from informal green space outside of the major parks of the Kinecroft, Bull Croft and Castle Gardens. Local residents and Wild about Wallingford group have planted community orchards and standard trees on Radnor Road and Wilding Road, both owned by SODC, with addition of wildflowers and hedgerow at Wilding Road. There is still enough space for informal play and recreation.	<b>Ch 9</b>
15	<b>Turley on behalf of David Wilson Homes</b>	See our responses at <b>Representation 11 to L&amp;Q Estates and Representation 13 to Boyer Planning for Croudace Homes</b>	
16	<b>Walsingham Homes on behalf of Nicholas King Homes re: Purely Plants site on Wantage Road.</b>	See our responses at <b>Representation 11 to L&amp;Q Estates and Representation 13 to Boyer Planning for Croudace Homes</b>  Appendix H para H19 explains why the Purely Plants site has been excluded from the Built-up Area Boundary.  The proposed boundary has not been arbitrarily selected, sites have been visited and maps studied and discussed to select the most logical boundary. In this case the polytunnels are considered to be a rural related use and temporary structures outside the built-up area of Wallingford.  Policy WS3 has not changed the way the original policy in the WNP 2021 has been interpreted by decision makers, in fact it reinforces that interpretation. The addition of the Built-up Area Boundary to the WNP should make the extent of the built-up area absolutely clear to landowners, the community and decision makers and avoid the need for costly and time-consuming appeals.	

		Public consultation events have been held which enable involvement in the process. For example, the position of the boundary at St Lucian's was altered in the submission document as a result of a consultation response.	
17	<b>The Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Board</b>	Additional and amended text in red	
	<p>The ICB can only fully support this allocation only if the new onsite facility is operationally and financially viable and importantly is affordable to the ICB. The rental valuation of any new build should need to be approved internally by the ICB, as there is a need to take into account whether the new rent is affordable to the NHS. The rental value will then need to be considered and agreed by the District Valuer. In an absence of an approved business case, the ICB is not able to formally review the affordability of this allocation. The ICB is happy to continue to work with the Wallingford Medical Practice if the Practice has any difficulties in the production of a PID or an outline business case for consideration.</p> <p>The ICB also welcomes to continue to work with the Wallingford Town Council and other local stakeholders to ensure that an appropriate mitigation is identified to ensure that adequate GP services are provided to residents in Wallingford. The ICB therefore suggests the following to be added to the main text of paragraph</p> <p>WS2.2: the 2.2ha of land previously identified for a school on Site E is allocated for a medical centre, with the possibility of some housing, which should ensure</p>	<p>We welcome the ICB's support of the proposed allocation of this site for a new Medical Centre. The financing arrangements, business case and affordability/rental issues are not neighbourhood planning matters.</p> <p>We considered the ICB's suggestion to add text at WS2.2 and suggest the following additional text in para 2.6.3</p> <p>2.6.3 It is essential that <b>proposals for the site should be operationally and financially viable, and</b> the design of the new medical centre is sufficient to meet the long-term needs of the local area, <b>as agreed with NHS Buckinghamshire, Oxfordshire, and Berkshire Integrated Care Board or other such appropriate body prior to any formal submission of planning applications.</b> The design should allow space for a hub facility for the delivery of medical and health services for people in this part of South Oxfordshire and for possible expansion to meet longer term needs. <b>Access to the site should encourage walking, cycling and wheeling, and there should be vehicle and cycle parking for staff and patients, including EV charge points for cars and cycles.</b></p>	<b>Ch 2</b>

	<p>that specialist housing needs for older and disabled people locally have been met.</p> <p><i>Developers are encouraged to engage with NHS Buckinghamshire, Oxfordshire, and Berkshire Integrated Care Board (BOBICB) or other such appropriate body prior to any formal submission of planning applications to discuss the following:</i></p> <ul style="list-style-type: none"> <li>• <i>the GP provider of the new facility has managed to secure a formal consent from the BOB-ICB, as a primary care commissioner, and</i></li> <li>• <i>the details of the delivery and contractual arrangement of the facility</i></li> </ul> <p><i>Any proposals for the site should:</i></p> <ul style="list-style-type: none"> <li>• <i>Be operationally and financially viable, the details of which should be agreed with NHS Buckinghamshire, Oxfordshire, and Berkshire Integrated Care Board (BOB-ICB) or other such appropriate body</i></li> <li>• <i>Comply with the Department of Health Building Note 11-01 (or any successor documents), including all rooms</i></li> <li>• <i>Set out the rationale for the size and design of the proposed medical centre demonstrating how long term needs have been considered</i></li> <li>• <i>Provide adequate vehicle and cycle parking for staff and patients</i></li> <li>• <i>Ensure that access to the site encourages both walking and cycling</i></li> <li>• <i>Demonstrate the viability of the medical centre and the scale of housing proposed.</i></li> </ul>		
	<p>Policy CF5: Health &amp; Wellbeing Service Provision The ICB supports a policy related to health service provision. As discussed above, the ICB needs to ensure that any new primary healthcare provision, including any new provision is affordable and operationally viable.</p>	<p>We note the comments relating to Policy CF5. The details of primary healthcare provision and facilities e.g. room sizes are not neighbourhood planning matters.</p> <p>We propose to retain Policy CF5 without amendment.</p>	

	<p>The ICB should be involved at an early stage in any preplanning discussion with developers, Wallingford Town Council, South Oxfordshire District Council, GP provider(s) and local stakeholders, given our delegated function of the commissioning of primary healthcare services.</p> <p>The ICB suggests the following to be added to the main text to Policy CF5 to briefly set out that any primary healthcare provision should be financially and operationally viable. Being a primary healthcare commissioner, the ICB should be engaged with any new primary healthcare provision: <i>Proposals comprise any primary healthcare provision including expanding or reconfiguring the existing premises to provide additional clinical capacity will only be supported if it is operationally and financially viable, the details of which should be agreed with NHS Buckinghamshire, Oxfordshire, and Berkshire Integrated Care Board (BOB-ICB) or other such appropriate body. Any new primary healthcare facility room sizes should comply with the Department of Health Building Note 11-01 (or any successor documents). Developers are encouraged to engage with BOB-ICB at an early stage to discuss the details of the delivery and contractual arrangement of the facility. The delivery of the facility shall be funded by developer contribution and/or the Community Infrastructure Levy and the provision, and any contractual arrangement of the facility shall be agreed and secured by a Section 106 agreement in any forthcoming planning applications.</i></p>		
18	<b>SODC Councillor James Barlow</b>	Additional and amended text in red	

	<p>Thank you for your work on this. There is so much to be positive about – such as policies MC3, MC6 and TC3.1.1. Thank you for taking into account some of my prior comments made at earlier consultation stages of this review in December 2023 and April 2024. Below I re-emphasise some other earlier comments that I feel need significantly strengthening still or actual incorporation:</p> <p>Policy WS1.1(i) Please include adequate secure cycle parking. And then similarly mention in 2.4.9.4 to be consistent.</p> <p>Policy WS2.2 We (District Cllr Keats-Rohan &amp; I) strongly suggest modifying policy WS2.2 so that it includes provision of appropriate informal recreational leisure space in line with the Wallingford needs identified in the emerging SODC Leisure Facilities Strategy (such as a skate park or park for wheeled sports). In addition “Make Space for Girls” (<a href="https://www.makespaceforgirls.co.uk/">https://www.makespaceforgirls.co.uk/</a>) should be considered in determining provision that is appealing and inclusive for girls, including swings, hang out zones, places to sit down and be together. Please ensure that points 2.6.2 and 2.6.6 are appropriately worded to acknowledge our proposed changes to WS2.2. In addition, it would be good to have 2.6.7 include an option for this site to include / be used for appropriate informal space in line with these same Wallingford needs identified in the emerging SODC Leisure Facilities Strategy and our proposed changes to WS2.2.</p>	<p>Comments noted.</p> <p>Policy WS1.1 is an overarching strategy. Secure cycle parking in residential and commercial developments is a detailed requirement included in Policy M3.1.</p> <p>Policy WS2 focuses on the Site Allocation at Winterbrook Meadows. We encourage Berkeley Homes to refer to the ‘Make Space for Girls’ report when designing the play/recreation areas on Winterbrook Meadows.</p> <p>Policy WS2.2 refers to the area of Winterbrook Meadows known as ‘School land’. This is where the proposed new Medical Practice will be located, with specialist housing on the land not used for the Medical Practice. We do not intend to recommend other uses such as informal recreation or skate park.</p> <p>We understand the District Councillors seek to improve play and hang-out facilities throughout Wallingford, including Winterbrook Meadows, for all teenagers regardless of their gender and abilities, and therefore suggest adding text to Policy CF1.1(c) in Chapter 10 Community Facilities &amp; Infrastructure, and supporting text 9.3.4</p> <p>Policy CF1.1(c) they are <b>designed to be</b> accessible for all members of the community, <b>including teenage girls and young people with disabilities</b>, and promote social inclusion</p>	<p><b>Ch 9</b></p>
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	<p>Policy WS3.1(d) Please add in words that acknowledge development proposals must not make vulnerability to extreme heat (by creating urban heat islands) more likely.</p> <p>In line with “A Summary of the Current and Future Climate Vulnerability of Oxfordshire” commissioned by Oxfordshire County Council in coordination with City and District Councils and other Oxfordshire stakeholders. See p30 of that report to see that Wallingford already is categorised as having high heatwave risk (third highest in S.Oxon) – and when this is combined with an ageing population and the number of care homes etc....</p> <p>Policy HD2.1 Please include reference to ‘zero embodied carbon’ in line with the emerging SODC JLP’s policy CE3.</p> <p>WS4 HOUSING WNP02: I’m glad to see that the wording names social housing – something which Wallingford is drastically short of. I would like this explicitly named in policy WS4 which could thus be titled ‘social and affordable housing, and housing mix’. Alternatively,</p>	<p>9.3.4 The existing and future population of Wallingford requires a range of community facilities to provide for their health and well-being, facilitate community activities and to promote a sense of place. Wallingford recognises the benefits to public health, both physical and mental, of having access to a range of quality leisure and recreational facilities <b>which that promote social inclusion and</b> are accessible to the broadest spectrum of people, <b>including teenage girls* and young people with disabilities. Given the effects of climate change, especially heat in open spaces, all community facilities including play and hang-out facilities, should provide shaded and sheltered spaces.</b>  [*Insert footnote at ‘girls’ to <a href="https://www.makespaceforgirls.co.uk">https://www.makespaceforgirls.co.uk</a> ]</p> <p>We are unable to find a document with the title given by Cllr Barlow. We found a report commissioned by OCC: <a href="#">‘Oxfordshire County Council - Climate resilience. Current and future climate risk and vulnerability and health impacts assessments in Oxfordshire’</a> published in April 2024.</p> <p>Section 3.1.3.2 on page 30 refers to the effects of urban heat islands on towns where there is also less green space. ‘There is an evident higher current heatwave hazard in urban areas such as Oxford City, Abingdon, Kidlington and Henley-on-Thames due to greater urban and suburban areas, higher cooling degree days and lower proportion of green space.’ This does not include Wallingford.</p> <p><b>BREEAM definition states:</b> ‘All definitions of zero carbon require for reducing emissions before offsetting them’ therefore no change required in Policy HD2.1.</p> <p>Policy WS4 <b>Social</b>, Affordable Housing &amp; Housing Mix  WS4.2(d) integrate <b>social/affordable</b> housing such that it is indistinguishable in appearance from the market housing on that site.</p>	<p><b>Ch 2</b></p>
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<p>please explicitly make clear that affordable is a catch-all term for both social and affordable housing. Similarly WS4.2(d) &amp; (e) need to include 'social housing' as well as affordable.</p> <p>TC2 Please could we modify this to include provision for a much-needed community hall / space as identified in the emerging SODC Leisure Strategy. This needs to be in addition to TC3 given the latter's caveats.</p> <p>Please include a TC policy on secure cycle parking – part of an active travel based, sustainable town. This would be consistent with the welcome MC3.1.</p> <p>MC1.2 Please add in 'users of wheelchair / invalid carriages' so their needs are explicitly named too. Groups such as MIGWAL have identified that Wallingford is a nightmare for them currently, with accessibility severely wanting in many places - let's not make it worse.</p> <p>9.2 In addition please can we be explicit about "Making Space for Girls" (<a href="https://www.makespaceforgirls.co.uk/">https://www.makespaceforgirls.co.uk/</a>) which should be considered in determining provision that is appealing and inclusive for girls, including swings, hang out zones, places to sit down and be together.</p> <p>9.2.19 (in line with CF1.2)</p> <p>Please add in something to the effect "that provision should be made for a much-needed community hall / space, as identified in the emerging SODC Leisure Strategy. (This needs to be in addition to TC3 given the latter's caveats, and is consistent with CF1.1.)</p>	<p>WS4.2(e) not isolate <b>social/affordable</b> housing, nor concentrate it in clusters of more than 15 dwellings or 10% of the development total whichever is smaller, unless it is necessary for management purposes or to address local authority/registered provider requirements</p> <p>While we are sympathetic to Cllr Barlow's intentions, we do not have the emerging SODC Leisure Strategy to refer to, and SODC officers have not recommended it.</p> <p>Secure cycle parking in the town centre is available if cyclists use locks on their cycles at the Sheffield stands. We are aware of the OCC initiative to develop Local Cycling and Walking Infrastructure Plans for towns including Wallingford, which may include secure cycle pods in the design of a mobility hub.</p> <p>We have taken comments and advice from MIGWAL, and used their preferred language to describe people who use mobility aids.</p> <p>See comments above re: CF1.1(c) and 9.3.4</p> <p>See comments above re: emerging SODC Leisure Strategy.</p>	
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	<p>9.2.25 Please add in something like “Alternatively the site could provide informal leisure spaces space such as those Wallingford needs, as identified in the emerging SODC Leisure Strategy and those that explicitly “Make Space for Girls” (<a href="https://www.makespaceforgirls.co.uk/">https://www.makespaceforgirls.co.uk/</a>).</p> <p>CF1.2.3 – include informal leisure spaces space such as those Wallingford needs identified in the emerging SODC Leisure Strategy and those that explicitly “Make Space for Girls” (<a href="https://www.makespaceforgirls.co.uk/">https://www.makespaceforgirls.co.uk/</a>). This is to ensure there is a wider diversity of options for Wallingford’s youth – this vital provision cannot simply be left to the Community Aspirations chapter. Perhaps consider linking this to our suggested revision to WS2.2, and / or adding a fourth point, which could be worded along the following lines:</p> <p>CF1.2.4 On appropriate land which will provide informal leisure space such as those Wallingford needs, as identified in the emerging SODC Leisure Strategy and those that explicitly “Make Space for Girls” (<a href="https://www.makespaceforgirls.co.uk/">https://www.makespaceforgirls.co.uk/</a>).</p> <p>10.1.10 In addition “Make Space for Girls” (<a href="https://www.makespaceforgirls.co.uk/">https://www.makespaceforgirls.co.uk/</a>) should be considered in determining provision that is appealing and inclusive for girls, including swings, hang out zones, places to sit down and be together.</p>	<p>See comments above re: emerging SODC Leisure Strategy, and CF1.1(c) and 9.3.4</p> <p>See comments above re: emerging SODC Leisure Strategy, and CF1.1(c) and 9.3.4</p> <p>See comments above re: CF1.1(c) and 9.3.4</p>	
19	<p><b>Berkeley Homes, Winterbrook Meadows</b> Berkeley Homes continue to support the delivery of the Medical Centre and look forward to the new facility being delivered at Winterbrook Meadows. However, in order to ensure that we are able to</p>	Comments noted.	

<p>continue supporting its delivery we feel that the Neighbourhood Plan should review the specific policies related to Winterbrook Meadows, to ensure that it does not just promote the delivery of specialist housing, but all housing types.</p> <p>Whilst it is positive that the draft Neighbourhood Plan acknowledges additional housing coming forward on the former School Land, we do have some concerns with regards to the proposed tenure of these. As referred to in our previous comments, whilst Berkeley are working with Wallingford Medical Centre to support the delivery of a new facility, it is essential that additional housing is delivered on the remaining 3.5 acres of this land, in order to ensure it is viable for Berkeley to transfer, at nil cost, 1.5 acres of developable land to the Medical Centre. In addition to the loss of developable land, Berkeley will also deliver key infrastructure to support the Medical Centre, including the access junction and services, incurring significant costs. As such, we are proposing an additional 60-70 homes on the land, to allow us to continue supporting the delivery of the Medical Centre. Due to the sufficient supply of specialist housing, identified in paragraph 2.9.2 of the draft plan, the delivery of further specialist housing here would create a risk to the generation of funds, due to a potential lack of demand.</p> <p>It is important that any housing brought forward on this parcel of land is delivered as traditional housing, to ensure we are able to sell the homes and reinvest the monies into key infrastructure for</p>	<p>Policy WS 2.2 seeks to meet a need for a specific type of housing, it does not seek to restrict the tenure.</p> <p>The access junction and services will be required whatever development is approved for this land.</p> <p>It is likely that if there is a need there should be a demand. Until we know what the SODC Housing Needs Assessment shows we cannot agree that there would be a lack of demand.</p> <p>Any housing on the site whether for the elderly or for others will contribute to the 5 year housing supply. A viability assessment should be</p>	
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<p>the Medical Centre. Delivery of these homes will help provide much needed housing within a District, currently only demonstrating a 4.2 5YHLS. SOLP Policy H13 states that encouragement will be given to developments that include the delivery of specialist housing for older people in locations with good access to public transport and local facilities. Policy H13 adds that provision for specialist housing for older people should be made in strategic housing allocations.</p> <p>Whilst this site is allocated in the WNP, this site is a major site equivalent in size to strategic site where specialist housing should be provided.</p> <p>The Oxfordshire Strategic Housing Market Assessment (SHMA) (2014) identifies the need for between 280 and 450 additional housing units for older persons between 2011 and 2031 based on demographic projections. In South Oxfordshire this equates to between 66 and 105 units.</p> <p>In general, the draft plan guides delivery of specialist housing to Winterbrook Meadows. However, within immediate proximity of Winterbrook Meadows, there are a number of purpose-built specialising housing developments, including the Barchester Waterside development on Wallingford Road, Beechcroft's Longcross Place on Reading Road, the Extra-Care development at Highcroft, also delivered by Berkeley Homes. Whilst the draft local plan acknowledges that the long term need for this type of housing is unknown, given the excess of supply in the immediate area at present, it is not considered that this would be an appropriate location to expand on, and that delivery of this type of</p>	<p>included to demonstrate the investment required for the medical centre. It is currently not clear what infrastructure is required or how it will be funded. Our response to <b>Representation 17 from The Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Board</b> is relevant here.</p> <p>The SODC Housing Needs Assessment, to be published this autumn with the JLP2041 consultation, will aim to identify the needs for particular areas.</p> <p>The examples of specialist housing developments in Wallingford provide housing for differing needs e.g. older people living independently, or people who need extra care regardless of age, or short-term nursing care facilities.</p>	
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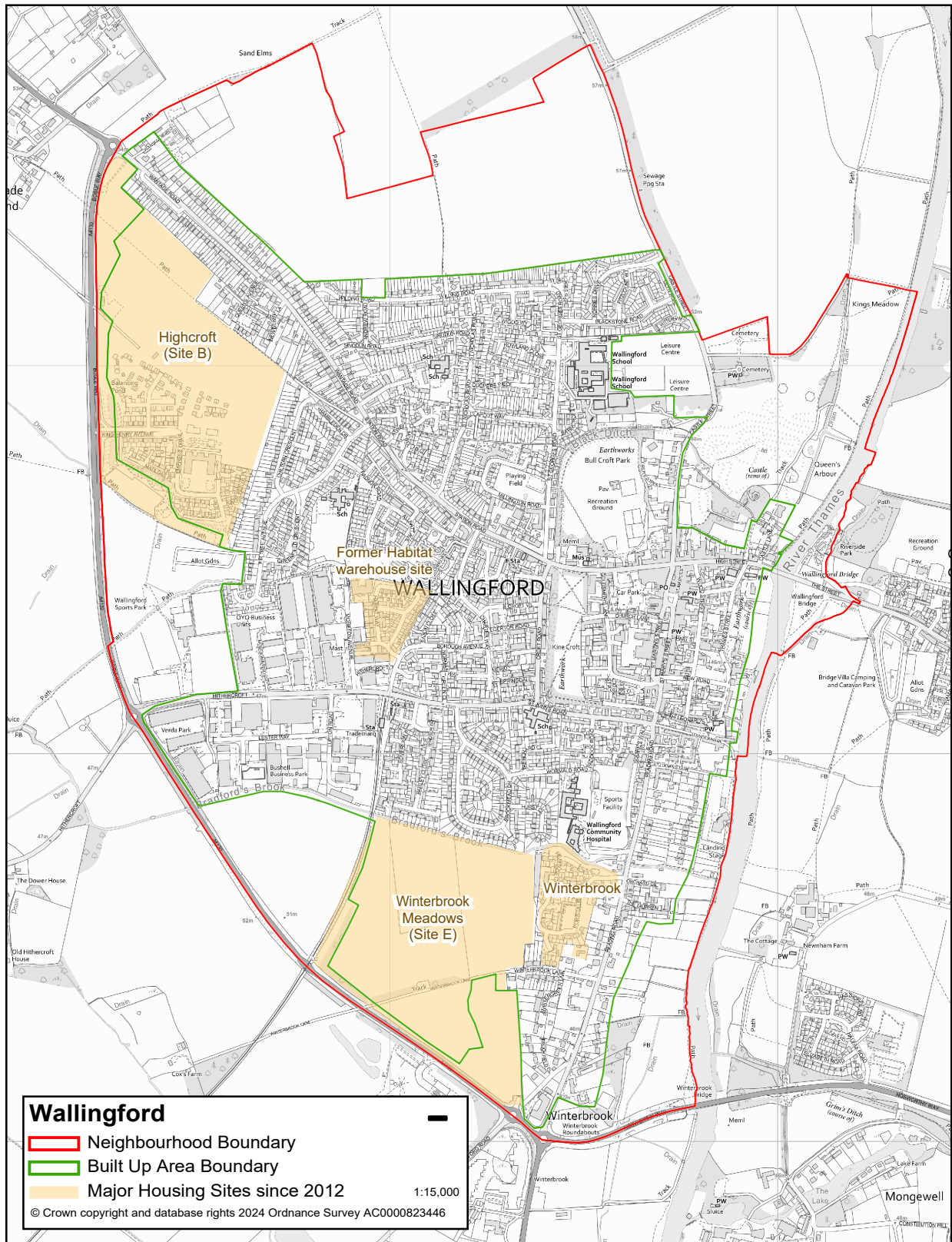
	<p>housing would be best spread out across the district, ensuring local access for all. Whilst the evidence demonstrates a need for specialist housing for older people, it could be argued that the need for further specialist housing provision might not be required at Winterbrook.</p> <p>Therefore, we would suggest that the requirement in Policy WS2.2 that any additional homes are specifically for older people, does not accurately reflect the true housing need within the District, and therefore his restriction on tenure should be removed from the draft plan. In addition, as the draft plan supports, in principle, the delivery of further housing at Site E, over and above the 502 homes which have Outline Consent, we would ask that the wording in Policy WS2.2 changes from “up to 502” to “approximately 502”, allowing us to deliver further homes on the former School Land parcel, without conflicting with the plan.</p>	<p>Policy WS2.2 aims to retain flexibility about how the site is used having regard both to the needs identified for housing for the elderly and disabled and the viability of proposals for the site.</p> <p>Appendix F of the WNP Review sets out the different types of specialist housing that may be required. Availability of all types needs to be available across the district. Policy WS 2.2 seeks to meet a need for a specific type of housing, it does not seek to restrict the tenure.</p>	
20	<p><b>SODC Councillor Katharine Keats-Rohan</b></p> <p>I have worked as part of the steering group on this revision, but would like to take this last minute opportunity to ask for an additional allocation of informal recreational leisure space in line with the Wallingford needs identified in the emerging SODC Leisure Facilities Strategy (such as a skate park or park for wheeled sports) on site E, in policy WS2.2.</p>	<p>Policy WS2.2 refers to the area of Winterbrook Meadows known as ‘School land’. This is where the proposed new Medical Practice will be located, with specialist housing on the land not used for the Medical Practice. The steering group do not intend to recommend other uses such as informal recreation or skate park.</p>	

WNP proposed Car Parking Standard table, referred to in our response to Representation 9 from Oxfordshire County Council

	WNP standard	WNP standard	OCC standard towns	OCC standard Villages and hamlets
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	1 allocated and remainder unallocated all off-road	2 allocated and remainder unallocated all off-road		
1 bed	1.4		Up to 1 unallocated	Up to 1 unallocated
2 bed		2.3	Up to 2 unallocated	Up to 2 unallocated
3 bed		2.4	Up to 2 unallocated	Up to 2 unallocated
¾ bed		2.5	Up to 2 unallocated	Up to 2 unallocated
4 bed		3.0	Up to 2 unallocated	Up to 2 unallocated
5 bed		3.5	Up to 2 unallocated	Up to 3 unallocated
Wheelchair accessible and adaptable housing			1 space per dwelling within curtilage	1 space per dwelling within curtilage

# Wallingford Built-Up Area Boundary





St Leonard's Church

St Lucian's Cottage

Lower Wharf

The Boathouse

Listed Building

St Lucians

Proposed garage  
Approve Planning application  
P15/S3122/HH  
P15/S1004/LB

Heavy screening

Private road owned by family

Dwelling demolished in the 60's

Existing Barn

Access here

Existing Barn

Heavy screening

Original Access

Springwater

Business Path

ane

