

# Vale of White Horse Local Plan 2031 Part 2 Schedule of Proposed Draft Main Modifications

## Page 3: Part A - contact details

Q1. Are you responding as an:

Individual

## Page 4: Individual contact details

Q2. Due to statutory planning regulations, a name and means of contact is required for your representation to be considered:

<b>Title</b>	Mr
<b>Name</b>	Michael Page
<b>Business / Organisation name (if relevant)</b>	-
<b>Job title (if relevant)</b>	-
<b>Address line 1</b>	████████████████████
<b>Address line 2</b>	██████
<b>Address line 3</b>	-
<b>Postal town</b>	████████
<b>Postcode</b>	██████
<b>Telephone number</b>	-
<b>Email address</b>	██

## Page 5: Agent contact details

Q3. Due to statutory planning regulations, a name and means of contact is required for your representation to be considered. As you are acting on behalf of another organisation, you need to provide their details in the first box but your company name and contact details thereafter.

*No Response*

## Page 6: Business / organisation contact details

Q4. Due to statutory planning regulations, a name and means of contact is required for your representation to be considered:

*No Response*

## Page 7: Part B - your comments

Please provide the relevant modification number or document to which your comment relates. The list of documents are below: • Schedule of Proposed Draft Main Modifications • Schedule of Draft Maps and Figures • Sustainability Appraisal Report Addendum • Habitats Regulations Assessment Statement re Proposed Draft Main Modifications • Additional Air Quality Evidence • Additional Transport Evidence Proposed Modification Number / Document:

MM4,5 and additional Transport Evidence

### Q5. Please provide your comments below:

As a resident of Shippon I have taken a keen interest in the progress of the Local Plan. Like most of my neighbours I accept that the airfield offers an ideal opportunity to build badly needed (apparently) housing. I do not accept, however, that to enable these to be built Shippon needs to be removed from the Green Belt.

I was present at the initial meeting held in the WADS Community Centre when Mr Adrian Duffield, Head of Planning at the Vale, was asked why the area for removal from the Green Belt included the old village of Shippon. He said because it seemed neater that way to the individuals drawing up the plans but if we felt strongly about it we should voice our concerns during the Consultation. This I did. At a subsequent meeting I asked Dr Maxted who also works in the Vale Planning Department the same question and he replied that it was a matter 'of sound planning policy when taking part of a settlement out of the Green Belt to take it all.

My concerns and those of my fellow residents have been well aired at just about every meeting and the Parish Council and Neighbourhood Plan steering group have raised them not only in their dealings with the Vale but in a number of other forums.

My understanding is that the airfield itself can be considered a 'brown field' site and it would be possible to build the required housing without any land being removed from the Green Belt, albeit with some restrictions placed on the scale and density of the new build. I do not have any objection to land sufficient to facilitate the new development only being taken out of the Green Belt ( which may ease the concerns of the DIO who, naturally, want to maximise their return on the land sold). I was therefore delighted when the Inspector seemed to recommend just that in his letter of 30th October 2018 to the Vale. The Vale accepted this (according to our local Councillor quoting the Chief Executive). The Vale reissued its maps showing the main area of Shippon Village being retained in the Green Belt.

I was dismayed, therefore, when, his letter of 19th December reversed all this by saying that Shippon would be removed from the Green Belt or, as he put it, Inset to the Green Belt 'retaining the protection that status offered provided by policies within LPP1'

Under LPP1 Shippon is a 'smaller village' such designation carrying the protection that only 'limited infilling' is permitted and consideration must be given to keeping design and development in keeping with its existing character. How can LPP2 be considered sound when it contradicts LPP1 in this manner? How can we have any faith in the 'protection afforded by the Core Policies in LPP1 when they can apparently be ignored at the whim of the planning authority?

I was even more dismayed to read that Shippon will form an integrated and contiguous part of the new development. This is the first time, to my knowledge that such a bald statement has been made. According to our Neighbourhood Plan, the new development being built to 'Garden Village' principles should be a stand alone development. This conflict once again appears in my opinion to render LPP2 unsound in not conforming to LPP1.

I repeat, I am not against the building of houses on the Airfield but I cannot understand why the village of Shippon should lose its identity. It seems logical to me that a solution involving protecting the old village of Shippon by retaining it in the Green Belt and providing a modest 'buffer' of open green space between it and the new development would meet the needs of all parties.

In respect of the Transport Delivery document this appears, to the uninitiated like me, to be riddled with factual inaccuracies. It appears to show that no traffic exits Old Faringdon Road at its junction with Faringdon Road and Cholswell Road during the morning peak. Even a casual observer could not fail to notice the constant stream of vehicles using this junction in the morning peak as part of the 'rat run' from Barrow Road via Elm Tree Walk to avoid congestion at the Barrow Road/Faringdon Road junction.

It also appears to have peremptorily changed the plans originally submitted by the DIO at the LPP2 hearing so that all vehicular traffic will use the Old Faringdon Road to access or leave the site rather than the much safer option of vehicles using Sycamore Close, leaving Old Faringdon Road for cyclists and pedestrians.

I know that fellow residents with far greater understanding of such issues have addressed this report in greater detail but it seems to be flawed to the extent that it cannot possibly provide the 'soundness' sought by the Inspector requesting that it be reworked.

In conclusion I do not believe that the 'test of exceptional circumstances required for land to be removed from the Green Belt' has been met. For this reason and those given above I believe LPP2 remains unsound.

Q6. Please upload any supporting documents below:

*No Response*

Q7. Would you like to comment on another Main Modification?

No

## Page 9: Part B - your comments

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*No Response*

Q8. Please provide your comments below:

*No Response*

Q9. Please upload any supporting documents below:

*No Response*

Q10. Would you like to comment on another Main Modification?

*No Response*

## Page 11: Part B - your comments

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*No Response*

Q11. Please provide your comments below:

*No Response*

Q12. Please upload any supporting documents below:

*No Response*

Q13. Would you like to comment on another Main Modification?

*No Response*

## Page 13: Part B - your comments

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*No Response*

Q14. Please provide your comments below:

*No Response*

Q15. Please upload any supporting documents below:

*No Response*

Q16. Would you like to comment on another Main Modification?

*No Response*

## Page 15: Part B - your comments

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*No Response*

Q17. Please provide your comments below:

*No Response*

Q18. Please upload any supporting documents below:

*No Response*

Q19. Would you like to comment on another Main Modification?

*No Response*

## Page 17: Part B - your comments

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*No Response*

Q20. Please provide your comments below:

*No Response*

Q21. Please upload any supporting documents below:

*No Response*

Q22. Would you like to comment on another Main Modification?

*No Response*

## Page 19: Part B - your comments

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*No Response*

Q23. Please provide your comments below:

*No Response*

Q24. Please upload any supporting documents below:

*No Response*

Q25. Would you like to comment on another Main Modification?

*No Response*

## Page 21: Part B - your comments

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*No Response*

Q26. Please provide your comments below:

*No Response*

Q27. Please upload any supporting documents below:

*No Response*

Q28. Would you like to comment on another Main Modification?

*No Response*

## Page 23: Part B - your comments

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*No Response*

Q29. Please provide your comments below:

*No Response*

Q30. Please upload any supporting documents below:

*No Response*

Q31. Would you like to comment on another Main Modification?

*No Response*

## Page 25: Part B - your comments

Please provide the relevant modification number or document to which your comment relates. The list of documents are below: • Schedule of Proposed Draft Main Modifications • Schedule of Draft Maps and Figures • Sustainability Appraisal Report Addendum • Habitats Regulations Assessment Statement re Proposed Draft Main Modifications • Additional Air Quality Evidence • Additional Transport Evidence Proposed Modification Number / Document:

*No Response*

Q32. Please provide your comments below:

*No Response*

Q33. Please upload any supporting documents below:

*No Response*

## Page 27: Future contact preferences

Q34. As explained in our data protection statement, in line with statutory regulations you will be contacted by the Programme Officer (and where necessary the Council) with relevant updates on the Local Plan. Vale of White Horse and South Oxfordshire District Councils have a shared planning policy database. If you would like to be added to our database to receive updates on other planning policy consultations, please tick the relevant district box(es) below:

I would like to be added to the database to receive planning policy updates for Vale of White Horse

