

## Response to Main Modifications to LPP2

The importance of the psychological dimensions of people's interaction with their community is frequently overlooked in the forward planning process. The sense of community and social capital needs to be right up there with infrastructure requirements when it comes to planning for future development and large developments like the one proposed on the airfield next to the village of Shippon will change the physical fabric of our small village and disrupt the sense of community which has been achieved through some very hard work by enthusiastic residents. Over the last ten years they have created the Friends of Shippon, staged monthly lectures, singing classes, bridge afternoons etc which are much enjoyed particularly by mainly older residents. Such a large development right on the doorstep may well cause feelings of loss and alienation fuelled by anxieties, particularly in relation to the obvious substantial increase of traffic through the narrow village roads. In order to prevent this breakdown it is important that Shippon remains in the green belt and is protected by it.

The airfield has been described as a brownfield site, as such it may be developed without the small village of Shippon being removed from the green belt. Therefore I do not believe that any exceptional circumstance exists to warrant Shippon's removal from the green belt. I wish to register my very strong objection to the proposed change. In addition, I would like to add that at a meeting I attended with planners from the Vale of White Horse at an early stage in LLP2, I asked the question that if the army do not leave Dalton Barracks would the Vale seek to remove Shippon from the Green Belt. I was assured that they would not, however it would now seem that they have gone back on their word as the army are showing no signs of leaving before the stated date of 2029.

The building of the proposed 1,200 new homes would quadruple the existing size of Shippon and as a result I feel it should very definitely stand alone as a settlement and that a substantial green buffer zone is essential to protect Shippon from being swallowed up and losing its historic and rural character.

Finally, I would like to cast doubts on some of the content of the Glanville report. It would seem that some of their calculations are based on out of date data – a 2011 census was mentioned. A survey carried out by the parish council in September 2015 showed 443 vehicles proceeding along Barrow Road towards Faringdon Road between 8.00 and 9.00. Based on information obtained from a speed awareness sign recently erected on Barrow Road at the entrance of the village this indicates the average number of vehicles entering Shippon over the last two months at this time of day is 534, an increase of just over 20% in just over 3 years. Some of the small narrow roads in the village will soon be unable to cope with any further increase in traffic which would undoubtedly be generated by such a new large housing settlement and therefore contradicts some of the conclusions drawn by Glanville. Therefore I believe the Glanville report is unsound.

Victoria Talbot

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