

To. Mr Fox,  
Planning Inspector  
B&DBC Local Plan Examination November 2015.

Dear Mr. Fox,

**Re:- Whitchurch Station Car Park – Policy SS11**

I asked Katharine if I could have a copy of the information that B&DBC was meant to be submitting to the Inquiry on the 9th November 2015. Based on the information provided by the council, she informed me, that it won't be available until Thursday this week, which I understand is after the public inquiry has finished. One of the pieces of information is the Whitchurch Neighbourhood Plan report, which has NOT gone through the public consultation process and has not been officially released. At the Whitchurch Town Council meeting on Monday evening (9/11/2015), they said that the report won't be available for public release until the 18<sup>th</sup> November 2015. In addition, I understand to complete the whole Whitchurch Neighbourhood Plan process; it could take until this time next year, before it becomes a legally binding document.

B&DBC claim there is no where else to build the car park, except within the AONB, which is completely untrue.

The fundamental principle is that alternative land exists for a station car park within the Whitchurch Settlement Boundary, near to the station and no further distance, than the proposed AONB car park is from the station.

Therefore, I would be grateful if you would delete the proposed car park from its planned location within the AONB, as there are no valid planning policies to support this development.

Notwithstanding these essential points, I will reiterate the following.

1. B&DBC has not put forward any valid argument to support building the car park in the AONB.
2. CPRE and North Wessex Downs AONB have registered strong opposition to the car park north of the railway, due to it being an unnecessary, substantial incursion into the AONB.
3. St Cross owns land to the west of the station and has a planning application to provide a station car park and is within walking distance of the station; this land is in the settlement boundary. In addition, Zurich owns a very large parcel of land to the east of the station (Bere Hill site). Both of these sites are still within an acceptable walking distance from the station.
4. Prior to the current local plan being adopted in 2006, B&DBC has ignored ALL recommendations from the previous inspector in relation to the AONB car park.
5. The railway line is a very strong demarcation barrier for the AONB, which lies on the north side of Whitchurch railway station. Once this has been breached, there are no other natural barriers to stop further development. Zurich presently owns land stretching for three miles to the north of Whitchurch railway station.
6. It is considered that the car park is a precursor to development north of the railway, within the AONB. Zurich has already submitted an EIA for a 120,000 sq foot industrial park north of the railway which is being contested by several parties.
7. B&DBC has signed up to the AONB Management Plan to protect the area from unnecessary development.
8. The Whitchurch Neighbourhood Plan has rejected any industrial development north of the railway.

Yours sincerely  
David Gosling.