

Whitchurch Station car park (Policy SS11)

**Further observations in light of the hearing on 5th November 2015 by the North Wessex Downs AONB
11th November 2015**

Following my appearance at the Plan Examination in relation to Whitchurch Station Car Park Policy SS11 on 5th November, we understand that the Neighbourhood Plan Report considered by Whitchurch Town Council on Monday 9th November referred to by Mr Lambert for BDBC will not be available until after the close of the inquiry today, Wednesday 11th November.

In view of this, we wish to respond in writing to BDBC's assertion that the NP's reported support for Policy SS11 is some kind of independent endorsement. As we understand it, the Basic Conditions that a draft NP must meet before it proceeds to referendum include in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990, as recorded in paragraph 065(e) of Planning Practice Guidance the requirement that the NP should be "in general conformity" with the development plan for the area of the authority and consequently the draft NP is seeking to meet that requirement. We wish to emphasise that this does not in any way prohibit or constrain the independent assessment of Policy SS11 by this inquiry into the higher level Local Plan.

Mr Lambert also made reference to the outline application for a mixed use development comprising a new access, up to 70 new dwellings, up to 4,200 sq. m of B1 and B2 Use, new station car park, open space, landscaping and associated works (15/02912/OUT) submitted on land to the north west of Evingar Road, Whitchurch within the current settlement boundary at the end of August 2015. Irrespective of the consideration and ultimate decisions made in respect of this mixed use application by consultees, the Council and potentially the Secretary of State, the application demonstrates that BDBC's statement in paragraph 19.7.8 regarding the availability of alternatives to the location of a car park in the AONB is incorrect.

In fact, Mr Lambert did not seek to disagree with any of the fundamentals of our objection to the location of the proposed car park in the AONB. These relate to deliverability, conflict with the AONB Management Plan, landscape impact, precedent, Section 85 of the CROW Act and national policy, including para. 115 of the NPPF and the test of exceptional circumstances required by paragraph 116.

The other submissions, by CPRE and Mr George, Chair of the Neighbourhood Plan Committee, supported relevant parts of our submission relating to deliverability and impact.

Consequently we again request the deletion of the proposed car park from its proposed location in the AONB north of the railway line.

Henry Oliver
Director,
North Wessex Downs AONB