

Online Comments on the Plan - Consultation 3

Reference	Plan Comment
659	2a) Road changes often lead to unintended consequences, for example the unmarked road through Christmas Common has become a short cut for commuter traffic from the M40 to Reading; which was probably not anticipated when the M40 was built. The re-alignment of the B4009 needs to be reviewed not only for the expected outcome of diverting Watlington through traffic but also the unintended consequences, in particular whether it may lead to drivers taking short-cuts through local hamlets. 2c) Junction changes at the top of Hill Road were agreed at a Parish Meeting in Christmas Common. These should be included in the traffic management plans.
671	Addition of Swimming Pool / Sports Club / Gym / Squash Club would be important to the school and community as the town grows in population
719	But not at the expense of surrounding villages and hamlets
739	Ensure Chinnor to Oxford bus serves existing town centre
813	I think this is the best option available but it is not good that SODC are imposing such targets and then changing them apparently "at will".
821	If more time and consideration had been spent on taking the major decision on how to deal with the traffic problem and whether to have a relief road or no, and less endless hours of discussion on lesser issues of biodiversity, connectivity and sustainability, the NP would now have been completed. The future of Watlington would have been better protected and funded by a larger share of the CIL to the tune of a few hundred thousand pounds, assuming that most planning applications will be made before the NP is completed and adopted.
842	It is not clear how the policy applies to the villages in the Watlington Parish e.g. Northend
844	It is vitally important that any allowed development within the confines of Watlington Parish adhere to the strict objectives in the WNDP.
852	Joined up planning required
854	Keep the communication up
858	More bus routes will mean fewer car journeys, this should be priority with SODC and Oxfordshire CC.
878	No evidence that this would be improved.

- 893 Overall I think there is good intent here, but I don't believe that the proposals will be met or managed to the benefit of all. I don't think that the plan has been thought through sufficiently, i.r.o. delivery/viable outcomes - lots of wishful thinking. I'm also not convinced that councils are working together for the 'Greater Good' but more likely to look out for their own interests. (And I also think that the 2011 census is entirely 'old news' and irrelevant to this plan.)
- 900 Please lets move away from the reputation that Watlington has as a place that says one thing and does quite the opposite. Suburban not rural architecture. A disregard for important open spaces. Acting on traffic volume by making it easier for vehicles to pass through. Saying that we have had small increases in housing over a short period of time when this has often not been the case. These are just a few examples. Beware of how "W.A.T.L.I.N.G.T.O.N." is developing as an abbreviation... wallowing in another tale of lies and incredible nonsense which is getting too obnoxious now.
- 929 South Oxfordshire is short of public transport and car usage should be managed not used to prevent development. People cannot all live in town centres and walk and cycle - they need to shop and commute and the car is the only practical way to do so
- 935 Such bland expressions of hopeful intent are par for the course, but it is the planning committee of SODC who will take the executive and crucial final decisions on planning applications for development. Unfortunately all local authorities are under pressure to grant consent for as many dwellings as possible under the New Homes bonus scheme of Grant Schapps MP whereby since 2011 the Govt pays 6 years council tax to the local authority for each consent granted (paid in stages over six years). In the face of such financial inducements hard local authorities, hard strapped for cash, will be under pressure to grant as many consents as they can possibly manage and are reluctant to defend appeals as has been clearly seen over Benson and other towns locally.
- 939 Support for this policy does not represent support for the overall plan -- in fact the opposite is the case, as the Plan is largely incompatible with this policy.

978 The policy proposals do not refer in any detail to the Steering Committee Report of 14th February 2017, the discussions of the Full Council of Watlington Parish Council held on the 14th February 2017 and on the 14th March 2017 and to South Oxfordshire District Council Local Plan 2033 Second Preferred Options Consultation and in particular to the total housing numbers that Watlington will be allocated and then to set out the full impact of those housing numbers and the proposed bypass will have on Watlington, its facilities or on the historic character and the Conservation Area designation. Such development as proposed is also contrary with the intention to enhance the setting of historic and listed buildings including those on the periphery of the Watlington Neighbourhood Development Plan including Shirburn Castle, its registered park and other nearby heritage buildings. The proposed bypass will serve not only the Watlington developments but will also be utilised by traffic movements from the consented development at Benson and the Homes & Communities Agency proposals for Chalgrove Airfield.

1012 This is a key priority