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**From:** Anthony THOMAS  
**Sent:** 20 November 2017 12:20  
**To:** Planning Policy Vale  
**Cc:**  
**Subject:** Vale Local Plan 2031 Part 2

Dear Sirs,

Please accept the contents of this email as my personal response to the above rather than a completed on line form which would not allow me to access fully the appropriate sections.

I wish to make representation on the Local Plan 2031 Part 2 following a presentation by Sunningwell Parish Council and SPADE whose consultation responses I wholeheartedly endorse.

I understand and agree that Dalton Barracks travel sustainability for the first 1,200 dwellings is not reliant upon the proposed park and ride at Lodge Hill P&R. The use of an improved 4/4B bus service which might be redirected through the site makes sense as it would be most a cost effective and more straightforward solution.

However, the SYSTRA report examining the relative merits of locating the Park and Ride at the A34/A415 Junction or at Lodge Hill is flawed. It does not take into account the scale of potential development at Dalton Barracks (LPP2 para 2.63) or the damage caused by the proposed cycle and bus lane route cutting across the open fields in the Green Belt proposed for safeguarding.

If a link to a Park and Ride, as part of the OCC Local Transport Plan is justified and therefore deemed essential, the Park and Ride would be better sited at the A34/A415 Junction as an integral part of the site allocation and master planning process i.e. build it where its presence creates the best sustainability outcomes for the greatest number of potential users. There, it could be a transport hub for South bound journeys to Milton Park and Harwell; East to Abingdon and North to Oxford. There is already an excellent X3 bus service between Central and North Abingdon to Oxford. So moving the P&R to Marcham would not be detrimental to Abingdon.

With the Vale Plan “publicity period” consultation (Fig 2.4) now surprisingly showing further details of a bus and cycleway safeguarded land between Dalton Barracks and Lodge Hill, I consider that the plan is UNSOUND for the following reasons:- The Bus and Cycleways as proposed would cause severe detriment to the Green belt. The road surfaces, fencing, lighting (and bus gates or equivalent to prevent unauthorised use) are inappropriate and intrusive on a ridge feature designated as Green Belt.

I understand that the most recent study of the Green Belt, commissioned by the Vale by Hankinson Duckett Associates, notes that these Parcels of land form part of the footslopes to Boars Hill. Both Parcels are rural in character and are characteristic of the ‘Abingdon to Kennington Limestone Ridge with Woodland’ local Character Area. The Parcels form the rural setting to the village of Sunningwell. Both Parcels also contain numerous rights of way, which provide rural connections between local settlement and the wider landscape. There are open views of the land within Parcels 8 and 9 from these rights of way. Both Parcels have high landscape sensitivity and high visibility and neither is suitable for development in landscape and visual terms. The report goes on to state that both have “a high contribution to at least one of the Green Belt Purposes. None of the Parcels are suitable for development in landscape and visual terms and development within any of these Parcels would harm the openness and integrity of the Green Belt”.

I believe that the safeguarding proposals for both the P&R and associated public transport links as shown are premature, unnecessary and ill-conceived for the following reasons:

- there has been no engagement or involvement with the local community or land owners
- the uncertainty of future development of the Dalton Barracks site beyond 2031 and the uncertainty of the long term appropriateness of the OCC Local Transport Plan which proposes the “remote Park and Ride Strategy” and the existing planning protection of the Green Belt status of that piece of land.
- lack of funding for a Park and Ride or a proposed A34 bus lane
- no funding for the cycleway/bus lanes in Sunningwell Parish
- lack of evidence of the route’s commercial viability
- extremely poor route choice

therefore an unnecessary safeguarding need • no investigation of alternative options such as extending the existing public transport networks and incorporating cycle and pedestrian routes along the Wootton Road.

I believe that the safeguarding of land for the bus and cycleways between Dalton Barracks is ill conceived, unnecessary and should be removed from the plan. This is because there is no robust evidence given for the choice of this land in the SYSTRA report.

For an effective solution to be found, the local community must be involved in order to minimise any detrimental impact on the existing residents of Sunningwell and Wootton Parishes.

Finally, for all of the above reasons I therefore OBJECT to the LPP2 as the plan is UNSOUND. I would be grateful if you could acknowledge receipt of this email please.

Yours,

Anthony E Thomas,