

# EIP Stage 2- comments from Chilton Parish Council

**Key:** *EiP/Vale text in red*

*Chilton Parish Council comments/responses in black*

## **Matter 7 – Supporting Infrastructure and Services (CP7, CP12, CP17-CP19, CP21 and CP33 – CP36)**

7.1 Does the plan make adequate and soundly-based provision for the infrastructure and services necessary to support new development?

Core Policy 7 refers to providing Supporting Infrastructure and Services and requiring all new development to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal.

These general intentions in the Policy about infrastructure delivery plans mask a lack of adequate detail to enable monitoring of infrastructure delivery. For instance, in Chilton's case:

- (i) sewerage upgrades are not adequately addressed and there is no evidence of integration with the capital investment plans of Thames Water (Asset Management Plans AMP 6 2015-20, AMP 7 2020-2025).
- (ii) It is unclear how primary education needs, already stretched in Chilton and Harwell, will be met. During the consultation for the expansion of Chilton Primary School, OCC mentioned that a single form entry school is required for approximately every 700 houses built: "*Across Chilton and Harwell villages, since 2013 there have been planning applications to build over 700 new homes (excluding the housing at Great Western Park and Valley Park). This number of new homes would typically be expected to increase the demand for school places by approximately one form of entry. Not all of the applications have been permitted at this time, but the scale of housing growth will exceed the current capacities of the two schools.*"  
<https://consultations.oxfordshire.gov.uk/consult/ti/Chilton2015/consultationHome>
- (iii) Transport-wise, the original plan for a relief road connecting the Harwell by-pass link at the A417 with the Campus at Fermi Avenue roundabout has been abandoned, yet there is no mention in the Local Plan how the already heavily-used A4185 sole access route to the Campus will adapt to the extra traffic generated by the proposed major developments at Sites 12 and 13.
- (iv) The present uncertain shopping arrangement on Curie Avenue do not provide satisfactory infrastructure for further residential developments. Curie Avenue retail tenants are on rolling short-term leases (1-3 months) which gives flexibility for the Campus Partnership but not for planning necessary shopping infrastructure to support a much higher residential element. The nearest general store facilities for Chilton and all the present/proposed residential housing on the Campus apart from Curie Avenue lie in Didcot or Steventon c.4 miles away.
- (v) Similarly, all the GP medical and NH dental practices in Didcot are already heavily stretched; more specific proposals are needed for the extra medical and dental needs of such large-scale additional housing.

### **Core Policy 33: Promoting Sustainable Transport and Accessibility**

This policy lacks substance especially on sustainable transport measures and the detail necessary for it to be monitored and enforced.

### **Core Policy 34: A34 Strategy**

The Council will continue to work with the Highways Agency, Oxfordshire County Council and other partners to develop and implement a Route Based Strategy for the A34, which enables it to function as a major strategic route thereby reducing consequential congestion on the local road network. The Council will continue to work with the Highways Agency, Oxfordshire County Council and other partners to develop an

air quality monitoring framework associated with the A34 within the Vale of White Horse District to monitor any impact on the Oxford Meadows SAC.

It is unrealistic to imply that the council will be able to ensure the smooth functioning of the major route between South Coast ports and the Midlands. Any strategy adopted looking only at a very small section of a nationally important route is likely to be suboptimal. The Plan serves only to encourage use of the A34 by local traffic, which is not in the national interest.

An example of the constrained thinking at County and District level is in the current upgrade of the 2-way interchange at Chilton to 4-way, thereby encouraging A34 use by local commuter traffic to/from Didcot and Abingdon. The alternative, a link to the Campus entrance at Fermi Avenue with the Harwell bypass road for local-origin traffic, was dropped.

### **Core Policy 35: Promoting Public Transport, Cycling and Walking**

The Council will work with Oxfordshire County Council and others to:

i. encourage the use of sustainable modes of transport and support measures that enable a modal shift to public transport, cycling and walking in the district

This policy lacks substance and the detail necessary for it to be monitored and enforced. For instance, the progress of a cyclist-friendly route to the Harwell Campus from nearby commuter towns has been painfully slow. The Didcot route 544 was pieced together only to be cut by current upgrading of the Hagbourne Hill road without cross-carriageway provision at its intersection. Similarly, neither the A417 from Wantage nor the B4017/A4185 from Steventon/ Drayton/Abingdon have satisfactory cycle commuter provision.

ii. ensure new development is located close to, or along, existing strategic public transport corridors, where bus services can then be strengthened in response to increases in demand for travel.

This aspiration is laudable but recent experience in Chilton is to the contrary e.g. the substantial new Chilton Field 275-house development has been followed by a reduction in Chilton's sole bus service (X32).

vii. ensure adequate parking is delivered on new developments in accordance with Oxfordshire County Council's published standards.

Experience of recent developments e.g. Chilton Field demonstrate the inadequacy of the OCC's published standards.

### **Core Policy 36:**

#### **Electronic Communications**

The Council will work with Oxfordshire County Council and others to promote faster, more reliable and more comprehensive coverage of electronic communications and allow businesses and residents to access services and information more effectively, thereby helping to reduce the need to travel.

Proposals for all new development should ensure appropriate infrastructure is provided during development, sufficient to enable all properties to be connected to superfast broadband without any post development works.

This policy is weak and leaves the developer too much leeway. Appropriate infrastructure **MUST** be provided and that infrastructure **MUST** be available to all ISPs.