

## Comment

Consultee	Wesson (871674)
Email Address	[REDACTED]
Address	30 Cullerne Close Abingdon OX14 1XH
Event Name	Vale of White Horse Local Plan 2031 Part One - Publication
Comment by	Wesson
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Consultation Point	Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area ( <a href="#">View</a> )
Status	Submitted
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**Q1 Do you consider the Local Plan is Legally Compliant?** No

**Q2 Do you consider the Local Plan is Sound (positively prepared, effective and Justified)** No

**If your comment(s) relate to a specific site within a core policy please select this from the drop down list.** North West of Abingdon-on-Thames

If you think your comment relates to the DtC, this is about how we have worked with the Duty to Cooperate bodies (such as neighbouring planning authorities)

**Q3 Do you consider the Local Plan complies with the Duty to Co-operate?** No

**Q4 Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.**

**1. Traffic implications - Dunmore Road and Twelve Acre Drive.** I'm already finding it difficult to use Dunmore Road. I live off Boulter Drive and often have to turn left, and turn around at Tilsey Park,

in order to go right. I have seen a number of accidents on the road (a couple very near to me), particularly at the Boulter Drive turning. Before planning any additional housing I believe that strategies for dealing with current and additional traffic need to be available for review.

I do not understand why traffic could not go out from the new estates onto the old A34 around Lodge Hill for example.

If I'm driving I have no choice but to go down Boulter Drive onto Dunmore Road. Many others can only use Dunmore Road to leave the area. The planned new build only adds to the risk. As there is no alternative route, how will emergency services cope if this road is blocked and somebody needs an ambulance, the police or fire services?

I am concerned that many of the people that move to these new homes won't be working in Oxford. Instead they may get jobs at Milton Park or in the Harwell area, only adding to traffic going through Abingdon. Even if they work in Oxford - we already have gridlock so often on the A34.

2. Green Belt Issues. My choice of home was based on the fact I was next to the green belt. The pleasant rural outlook we currently have, will be gone forever. The area will become a less pleasant area to live so residents like myself, who have lived here most of their life and have supported the town, may move away.

I'm a member of the Rambling Association and am concerned what will happen to the footpaths of north Abingdon. The old A34 will become an even more dangerous road to cross. The footpath from Abingdon to Sunningwell, that is one of the few quiet walks available on our doorstep, would change its character completely - so it will be more difficult for people to find a place to walk and relax.

3. Available jobs. I believe that new houses available in Didcot are not all getting sold. Why are going to build more homes, when those currently being built are not being sold. Where are the extra jobs going to come from? Will construction companies want to build the homes if they won't sell.

**Q5 Please set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound, having regard to the test you have identified above where this relates to soundness. (NB Please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.**

1. The infrastructure of roads we have I don't believe can support additional housing. The details the community has on how the infrastructure of roads will be improved is not available for review. I will probably move if Dunmore Road becomes a dual carriageway. Other residents may also dislike the road becoming even busier. If more housing is needed then maybe they should be smaller pockets in areas, away from Abingdon, better served by good road network eg having immediate access to A34.

2. There are areas around Oxford, that are not green belt and could be improved by investment in good housing. More gradual infill of pockets of decline would improve the environment. Current plan to rapidly increase housing on green belt land makes it more difficult to plan and respond to adverse consequences. Slower more pragmatic phased approach (with review points) might be more acceptable.

3. Where is the factual evidence that such a large number of homes is required? Where are the jobs? To what extent will properties be owner occupied - to what extent do we envisage the homes will be rented? Will local residents be able to afford the homes? What is preventing new homes being bought in Didcot - if they are not all being sold?

**Please note** your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

**After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.**

**Q6 If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination?**

No - I do not wish to participate at the oral examination