



Local Plan 2031 Part 2
Publication Version
Representation Form

Ref:

(For official
use only)

Name of the Local Plan to which this representation relates:

Vale of White Horse
Local Plan 2031 Part 2

Please return by 5pm on Wednesday 22 November 2017 to: Planning Policy, Vale of White Horse District Council, 135 Eastern Avenue, Milton Park, Milton, Abingdon, OX14 4SB or email planning.policy@whitehorsedc.gov.uk

This form has two parts:

Part A – Personal Details

Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.

Part A

1. Personal Details*

*If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in 2.

2. Agent's Details (if applicable)

Title	Ms	
First Name	Carol	
Last Name	Fisher	
Job Title (where relevant)		
Organisation representing (where relevant)		
Address Line 1		
Address Line 2		
Address Line 3		
Postal Town		
Post Code		
Telephone Number		
Email Address		

Sharing your details: please see page 3

Part B – Please use a separate sheet for each representation

Name or organisation: Harwell Parish Council

3. To which part of the Local Plan does this representation relate?

Paragraph

Policy

Policies Map

Section 3

4. Do you consider the Local Plan is: *(Please tick as appropriate)*

4. (1) Legally compliant

Yes

No

4. (2) Sound

No

4. (3) Compiles with the Duty to Cooperate

Yes

No

5. Please provide details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the Duty to Cooperate. 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 Cooperate, please also use this box to set out your comments.

Section 3: Development Management Policies is flawed.

“3.121 A Transport Assessment should set out the transport issues relating to a proposed development. It will be used to help us determine whether the impact of the development is acceptable and therefore should be supported by appropriate traffic modelling...”

The Vale of White Horse District Council Local Plan 2031 Part 2 Evaluation of Transport Impacts - Stage 2 document does not take into account the opening of the new Chilton/A34 slip roads and impact on the A4185 & A417, which makes the transport assessments out of date.

The Infrastructure Delivery Plan (LPP2 Update) section 4 states that the Vale is working with OCC to achieve a sustainable transport network, including using the OCC LTP4. Section 4 of the Infrastructure Delivery Plans states that

“... OCC is explicit that it does not have sufficient funding to deliver the identified improvements. Delivery of the schemes outlined in LTP4 is therefore dependent on securing developer contributions from sites in the surrounding areas and / or any future Government funding secured through competitive bids.”

The Infrastructure Delivery Plan identifies extensive essential infrastructure requirements for the Harwell Campus site, including transport and utilities, costs of which have yet to be completely confirmed. Specific provision is not yet determined in some cases. Projected CiL

receipts are indicative only and will not be available before development begins.

(Continue on page 4 /expand box if necessary)

6. Please set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound, having regard to the matter you have identified at 5 above. (NB Please note that any non-compliance with the duty to cooperate 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.

New transport modelling should be carried out to include the impact of the Chilton sliproads on the surrounding area, as the A4185 carries traffic past the proposed Harwell Campus site and impacts on the A417 at Rowstock and beyond.

As OCC has already stated that it does not have funding to deliver transport improvements, more investigations should be undertaken to secure alternative sources of funding, so that infrastructure improvements are not reliant on developer funding which is not available before development (and probable traffic impact) begins.

In 2004 there were discussions/plans for improvements to Rowstock roundabout as part of the Great Western Park development plan and understand money was passed by the developers to OCC to be released on completion of the 2000 house at GWP.

From documentation I have read that costings were made in 2012 for improvements to Rowstock roundabout, but it is not supported with any detail or drawings.

Rowstock roundabout where the A417, A4130 and A4185 meet is a key part of the infrastructure to Wantage/Reading/Milton Park/Harwell Campus and villages off the A417, in addition giving access to the A34 at Chilton and Milton. It is therefore a key junction which requires improvement before any proposal for Enterprise Zone/Science Vale/additional housing at Wantage and Grove Airfield is considered.

(Continue on page 4 /expand box if necessary)

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

Yes

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

8. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

I feel that a local resident of Rowstock needs to be present to put forward their case for improvements to the infrastructure.

Please note the Inspector will determine the most appropriate procedure to hear those who have indicated that they wish to participate at the oral part of the examination.

Signature:

Date:

22.11.2017

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Would you like to hear from us in the future?

I would like to be kept informed about the progress of the Local Plan

yes

I would like to be added to the database to receive general planning updates

Yes

Please do not contact me again

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Part B – Please use a separate sheet for each representation

Name or organisation: b

3. To which part of the Local Plan does this representation relate?

Paragraph

2.98

Policy

15b

Policies

4. Do you consider the Local Plan is: *(Please tick as appropriate)*

4. (1) Legally compliant

Yes

No

4. (2) Sound

Yes

No

4. (3) Compiles with the Duty to Cooperate

Yes

No

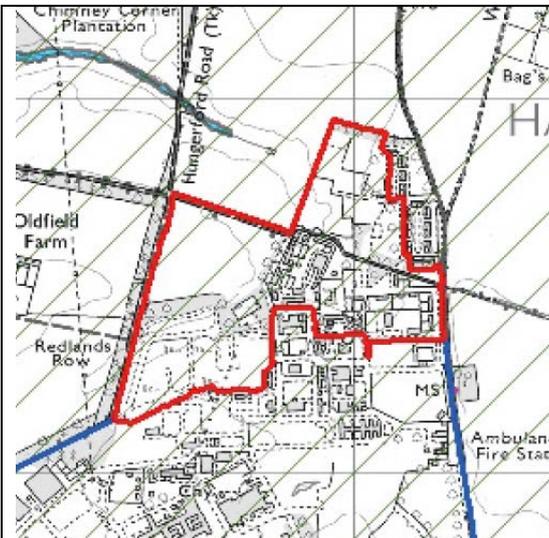
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The sixth bullet point of paragraph 2.98 states “The land proposed for development at Harwell Campus is already allocated for development...” This statement completely ignores the fact that the land proposed for employment development in local plan part 1 (Adopted Local Plan Part 1: Strategic Sites and Policies Appendices, Appendix C: Sites for Milton Park and Harwell Campus, Figure C2 (page 59)) goes no further north than Ickneild Way:



Whereas the northern border of the proposed housing development (Local Plan 2031 and, Part 2, Details policies and Additional Sites, page 53 figure 2.6) does go beyond Ickneild Way and up to Hungerford Road, both historic paths.



The statement that “The land proposed for development at Harwell Campus is already allocated for development...” is therefore false and deceptive.

This makes the proposal UNSOUND and a FAILURE TO COOPERATE because some of the land proposed for housing is not already allocated for development and represents a completely new proposal to build housing on AONB land. Such a proposal was rejected by the planning inspectorate in The Inspector’s report on LLP1 (point 118: “I therefore conclude that, on the basis of the evidence put before the examination, the need for a “work-live-play community” at Harwell, and thus housing on sites 12 and 13 within the AONB, has not been demonstrated.” and point 121: “In summary the need for development of sites 12 and 13 for housing has not been demonstrated and, having regard to the potential for mitigation, it would be likely to cause some harm to the landscape of the AONB and the recreational opportunities it offers.)

The proposed housing appears to be for commercial interests of Harwell campus and not to meet the general requirement for additional housing to support Oxford City.

Great Western Park and the proposed Valley Park developments are within easy transport links to Harwell Campus, therefore there should not be a necessity for additional housing on the Campus. If, however, housing on any part of the Campus is approved will those properties be strictly for Campus staff and be monitored by Harwell Campus Management?

Currently housing on Great Western Park to my knowledge has been occupied by people from other councils such as Slough, Tower Hamlets and Bristol. Surely if additional housing is to be built within Oxfordshire it should go to those who reside in this area first.

(Continue on page 4 /expand box if necessary)

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The border of any proposed housing on this site must be redrawn so as to match that previously allocated for development. The reduction of the proposed area for housing may

also call into question the viability of the whole housing development.

(Continue on page 4 /expand box if necessary)

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Name or organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph

2.95
+2.98

Policy

Policies Map

2.6

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Yes

No

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The council states that “Exceptional Circumstances” exist to justify development within the AONB (point 2.95) but does not give any significant additional reasons beyond those in the local plan part 1 that were rejected in the planning inspectors report. In that report it is stated that “there is little, if any, evidence to support the contention that this is essential to the realisation of the employment growth which the plan and the Oxfordshire Strategic Economic Plan (SEP)” (Vale of White Horse Local Plan 2031: Part 1, Inspector’s Report November 2016). Furthermore the council’s assertion that there is a need for housing on campus (point 2.92) is directly contradicted by the fact that there are several houses on South drive that Harwell Campus Partnership have been content to leave empty. How can there be a desperate need for accommodation on campus when Harwell campus Partnership own houses on Campus that they choose not to house people in? Please note that the houses on South drive have not been occupied for some time, but they are not derelict and could be made habitable with minimal effort.

The “innovation village” is mirage intended to obscure the fact that there is no good reason to build this housing in an ANOB. The Council states in Section 2.98, first bullet point, that “The development of an ‘innovation village’ offering a highly sustainable ‘live-work-play’ community is considered essential to unlock the potential of the campus” and goes on to state that “The housing proposed will offer a tailored mix of types and tenures to appropriately reflect the unique needs of the Campus” but makes no commitment to tying accommodation to employment on campus. At a planning meeting on 20th of March a council representative reiterated that the proposed accommodation would not be allocated to those employed on Harwell Campus. If not tied to working on Harwell campus the proposed housing simply becomes part of the Vale’s general housing stock and negate all of the councils claims to “exceptional circumstances” for a housing development in the AONB.

Further to that point, if the proposed housing is not tied to employment on campus and

instead becomes part of the Vale’s general housing stock, there will be a significant increase in the pressure on the local roads. In any event, it might be that one member of the family works at Harwell Campus whilst others work in another part of the Enterprise Zone and will therefore need transport. The roundabout at Rowstock is already a bottle neck and additional traffic travelling from the proposed housing to Milton, Wantage and Grove will only serve to create a logjam. This junction is already a significant danger for cyclists. Putting hundreds of commuters on the roads around this employment zone at rush hour can only harm the environment, the well-being of the majority of Campus employees and the performance of Harwell Campus as an Employment Zone.

(Continue on page 4 /expand box if necessary)

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The planning department have not demonstrated that there are “exceptional reasons” for the housing proposed for north of Harwell campus, their assertion that it does is obtuse, unsound and represents a failure to cooperate. Therefore the inspector previous determination that such a development is unwarranted stands. The Plan should respect that decision and remove the proposed housing to the north of Harwell campus.

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The planning department are not being frank when they describe this proposed development as an "innovation village". Very high density housing (>50 dwellings per hectare) on a site previously used treat radioactive waste should be called what it is: A slum.

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