

Vale of White Horse Local Plan 2031 Part 2

Statement of Common Ground

Between

Vale of White Horse District Council

and

Oxfordshire County Council

May 2018

IV. Evidence

Introduction

1. This statement has been prepared by Oxfordshire County Council (the County Council) and Vale of White Horse District Council (VOWH) to assist the Inspector during the examination of the Submitted VOWH Local Plan 2031 Part 2: Detailed Policies and Additional Sites (referred to hereafter as the Part 2 plan). This statement focuses on the matters which are relevant to the County Council, particularly, those matters raised by the County Council in their response to the Publication (Regulation 19) plan.
2. This Statement forms one of a series that cover the following matters:
 - I. Objectively Assessed Need and Unmet Housing Need
 - II. Transport and Safeguarding
 - III. Local Plan Sites
 - IV. Evidence
 - V. Misc
 - a. Education
 - b. Public Health
 - c. Minerals and Waste
 - d. Development Management Policies
 - e. Duty to Cooperate
3. Each Statement includes the following sections:
 - a. Background
 - b. Key agreements or Agreed Common Ground
 - c. Proposed Changes
 - d. Signatures
4. This statement is provided without prejudice to matters that parties may wish to raise during the examination, separately, or through additional Statements of Common Ground.

Evidence

5. As has been outlined, the County Council and VOWH have a long history of working successfully and are partners, along with the other Oxfordshire authorities, in preparing a suite of strategic countywide strategies. The County Council's Regulation 19 response relates to three main areas of local plan evidence.

IDP

6. The County Council's response to the Publication (Regulation 19) plan outlines their request for the IDP to be updated. VOWH has updated the IDP for publication with the submission material and are content that as a 'live' document, it can be updated to reflect future evidence (see '1' and '4' in table below). VOWH is committed to a full review of the CIL charging schedule to reflect LPP2 and other updated evidence, where available. This will incorporate an update to the IDP prior to adoption of the Part 2 plan.

ETI

7. The County Council's response to the Publication (Regulation 19) states (para 17):

"We have worked with Districts in preparing Evaluations of Transport Impacts (ETI) in respect of Local Plans. The ETI uses the Oxfordshire Strategic Model. Given its strategic nature, the model does not specifically address local areas, resulting in the need for additional micro-sim modelling in those areas".
8. VOWH welcomes the partnership approach being pursued by the County Council and reaffirms their commitment to continue to provide 50% funding towards the ETI work that is procured and commissioned by the County with each of the Oxfordshire authorities.
9. The County Council's response to the Publication (Regulation 19) plan also outlines that some further work is needed to progress the ETI work-strands. It is understood the concerns relate in part to specific points affecting the Part 2 plan at Abingdon-on-Thames, and other wider, more strategic matters being considered at an Oxfordshire level and necessary to ensure delivery of the Oxfordshire Growth Deal for which both authorities are signatories.
10. For example, the County Council response states (para 70):

"Until evidence can be provided to the contrary, the assumption is that any development at Dalton Barracks is reliant on the provision of Lodge Hill Slips to provide some capacity in the Abingdon area. This means that there should be no home occupations at Dalton Barracks before the Lodge Hill Slips are open".
11. VOWH understands that the A34 Lodge Hill Junction upgrade is now fully funded and expected to be completed by 2020. Housing delivery for Dalton Barracks will not commence before 2024, this is confirmed in the Statement of Common Ground between VOWH and DIO. The County Council considers that appropriate policy should be provided within the Local Plan that prevents the site coming forward earlier.

12. Some of the County Council comments concern the longer-term potential for the Dalton Barracks site to accommodate more growth, beyond that being planned for up to 2031. This presents a dilemma, there are challenges in planning for growth up to 2050 in the short term without undertaking more detailed work, however, there is a need to plan for growth up to 2031, and VOWH considers that it is prudent to, as far as possible, give consideration to longer-term opportunities. This provides part of the rationale for preparing a comprehensive framework masterplan SPD for the Dalton Barracks site to provide a policy framework to guide development for the whole site and help to inform more detailed evidence gathering.
13. It has been identified through work associated with the ETI that the Oxfordshire Strategic Model (OSM), whilst providing a good strategic overview, does not necessarily provide the necessary local context in order to assess the local impact of proposed development along the A415 corridor. The OSM does not include all the proposed growth county-wide and the A415 spans a considerable distance from Abingdon east to Berinsfield and west to Witney. This corridor is incredibly sensitive to increases in traffic due to known congestion and air quality issues.
14. It is recognised that further and more detailed transport modelling is required prior to any planning applications being determined by the Vale as the Local Planning Authority at Kingston Bagpuize and Dalton Barracks. This is to ensure that the appropriate mitigation and funding sources can be identified in order to mitigate the transport impact. The County Council is particularly concerned about traffic capacity at Frilford Lights, Marcham Village, Marcham Interchange and the surrounding area (including, but not limited to, the Abingdon central corridor, Tubney, Frilford Heath and Gozzards Ford) and air quality in Marcham Village, which has a designated Air Quality Management Area (AQMA).
15. VOWH and the County Council will continue to work to seek funding from a variety of sources to ensure timely delivery of strategic infrastructure alongside the planned growth that makes up the Oxfordshire Growth Deal commitments.
16. In order to mitigate development in the area, it will be necessary to amend the CIL Reg 123 List to ensure that contributions can be sought from development towards infrastructure. This is necessary for highways and schools.
17. On this basis, VOWH is content that further work is needed to plan for growth beyond 2031, and is happy to make commitments to continue to work with the County Council on taking this forward. However, VOWH understands that the ETI evidence, as prepared, does provide sufficient evidence to support the growth identified for the period up to 2031 and that this is proportionate and in accordance with Paragraph 158 of the NPPF. It is also noted that the DCLG Document 'Fixing our broken housing market' (February 2017) states the Government's intention to make plans "easier to produce" and that evidence needed should be "more proportionate".
18. The County Council comments relating to Milton Park and the Frilford Junction are thought to form part of a wider and more strategic approach to planning for growth more generally, including consideration for infrastructure already identified in OXIS, the LTP4 and the Part 1 plan and that form an integral component of the Oxfordshire Growth Deal.

19. The ETI forecasts that, when considering trips to/from other districts over a 12-hour period, travel demand across the Vale will increase by 69% for the district as an origin between 2013 and the 2031 Do Minimum Scenario (i.e. in the absence of the Part 2 plan) and 67% for the district as a destination. Between the 2031 Do Minimum and the Part 2 plan Scenario, the growth in travel demand is forecast to increase by 3% for the Vale as an origin and 3% for the Vale as a destination.
20. As outlined already, VOWH is committed to continue working with the County Council and other stakeholders in relation to understanding the impact of traffic growth on the network, including around Abingdon-on-Thames (see '3' in table below).

Sustainable Transport Study

21. The County Council's response to the Publication (Regulation 19) plan states that this study provides an "initial look at the sustainable transport challenges" and "does not comprehensively identify all of the issues or interventions required". VOWH is content to accept this view, especially given the challenge of seeking to explore opportunities for longer-term planning, whilst also meeting the NPPF requirements for proportionate evidence to support the Part 2 plan. VOWH is content that the study is very helpful, but that the ETI is sufficient to meet the NPPF requirements, and that further work will continue to be pursued, especially for planning for the longer-term.
22. Since publication of the Regulation 19 plan and submission of the County Council comments, more detailed work has commenced on preparing the Comprehensive Framework Masterplan SPD for Dalton Barracks. This more detailed work has already involved a series of meetings with County Council officers and is already making progress on some matters of detail.

Key Agreements

23. The County Council and VOWH agree to continue to work in partnership to plan for infrastructure delivery using the best evidence available at the time and in accordance with the strategic approach being taken including OXIS, LTP and OxSEP. The County Council and VOWH agree to continue to work together to deliver enhancements in sustainable transport to support the proposed allocations in the Part 2 plan.

Summary of substantive points and proposed changes raised by Oxfordshire County Council in response to the Publication (Regulation 19) version of the VOWH Local Plan 2031: Part 2 and VOWH response.

County Council Regulation 19 Comments	VOWH Response
<p>Soundness Issue 1. Further work is required on infrastructure evidence supporting the local plan (including the ETI and IDP). The Reg 123 list should be revised to enable further infrastructure to be obtained through development.</p>	<p>VOWH agrees.</p> <p>An update to the IDP was published alongside the Submission Plan, and the VOWH is committed to updating the IDP again prior to adoption of the Part 2 plan.</p> <p>VOWH is committed to a full review of the CIL charging schedule, in partnership with County Council, to reflect LPP2 and other updated evidence, where available.</p> <p>Further detailed transport modelling work will be progressed, particularly focused on the highway network at Abingdon-on-Thames and its environs.</p>
<p>Soundness Issue 3. Further Evaluation of Transport Impacts is needed to ensure that the plan is supported by a robust and credible evidence base</p>	<p>VOWH agrees.</p> <p>Whilst it is considered that the existing ETI meets the requirements for proportionate evidence set out in the NPPF; further detailed transport modelling work will be progressed, particularly focused on the highway network at Abingdon-on-Thames and its environs.</p>
<p>Soundness Issue 4. Further urgent work is required, in particular on the Infrastructure Delivery Plan and on revising the Regulation 123 list, to have confidence that the plan will be effective – that it will be deliverable over the plan period in relation to providing for new and expanding schools.</p>	<p>VOWH agrees.</p> <p>An update to the IDP was published alongside the Submission Plan, and the VOWH is committed to updating the IDP again prior to adoption of the Part 2 plan.</p> <p>VOWH is committed to a full review of the CIL charging schedule, in partnership with County Council, to reflect LPP2 and other updated evidence, where available.</p>

Signatures

Signed on behalf of Vale of White Horse District Council

Adrian Duffield
Head of Planning

Date 11/6/18

Signed on behalf of Oxfordshire County Council

Susan Halliwell
Director for Planning & Place

Date 13 June 2018