

Western Vale Villages representations on Stage 1 - Matters and Questions

Matter 1 - Vale of White Horse DC - EIP

The Inspector has identified the duty to cooperate on strategic matters as an issue requiring examination in Part 1 of his inquiry.

1. Following months, if not also years, of discussion and negotiation between interested parties, an "A420 Working Group" met for the first time in Oxford on 29th May 2015.
2. A note of this first meeting, circulated by Harry Davis of OxCC only on 23rd July 2015, with no or no fully recorded follow-up, is attached. The list of participating councils and other interested parties is shown in the note.
3. This note shows with great clarity that the A420 strategy of OxCC in its Local Transport Plan (LTP4) is incomplete, inadequately researched, and demonstrates a lack of any, or any meaningful, consultation not only with SBC and VWHDC but also with riparian villages represented by WVV before its publication.¹
4. These shortcomings are seemingly being looked into and where necessary filled and/or corrected but the gaps for the most part continue very visibly in the VWHDC strategy documents with too many issues left "TBC"!
5. However, given that LTP4 accepts and admits the critical nature of the A420 in joining Oxford and Swindon - as it does in various ways in the SBC and VWHDC documentation - and as serving actual and, now, newly planned major development along the route and at each end of it in SBC and Oxford City, it is considered that there has been no or no sufficient cooperation to date and that further work needs to be done given VWHDC Core Policy 33.
6. The housing allocation for the Western Vale sub area (3173 houses) suggest a jobs creation requirement (on a prorata basis) of approximately 3,400. There is no robust evidence as to how/where these jobs are to be created within the service centre of Faringdon (as defined in para 5.112 of the Vale LP). It must therefore be assumed that the vast majority of these new residents will be forced to travel across the County to the Science Vale employment area, leading to yet further pressure on an already congested A420 and, inevitably, the surrounding minor road infrastructure.
7. A representative of WVV will be available to expand these arguments to the Inspector if so desired by him although the detailed arguments will be put forward in a written representation for Part 2 of the examination if the Inspector indicates Matters and Questions on Core Policy 33 are later to be raised.

Signed for and on behalf of WVV on August 2015 by.

¹ See SBC LTP 3 and other transport strategy material on SBC website. See also VWHDC Local Plan 2031 Part 1 and other transport strategy material on website. And see OxCC LTP 4 Vol 2, part ii.re A420.