

Vale of White Horse Local Plan 2031
Part 1 Strategic Sites and Policies
Examination
Stage 2 – Matters and Questions

Written Statements from Mr and Mrs Robert Garrett

Matter 7 – Supporting Infrastructure and Services (CP7, CP12, CP17-19, CP21 and CP33-36)

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

CP7 states that “infrastructure requirements will be delivered directly by the developer and/or through an appropriate financial contribution prior to, or in conjunction with, new development”. No figures are advanced for whether this is actually practical as regards, for example, the A34 Lodge Hill junction. The need for this improved junction has been discussed for many years and the Highways Agency has previously been against it in principal with a concern about adding further junctions. While the Council and our local MP continue to argue for it the government has not even agreed to fund it in recent announcements of funding for other local A34 junctions. Whether a charge against 1000 houses for what is suggested to be a cost of ~£12m for just this junction seems unlikely. The risk therefore is that the houses go ahead without this particular infrastructure investment.

CP35 relates to a commitment towards “Promoting Public Transport, Cycling and Walking”. This commendable ambition is not borne out by actual proposals for Abingdon. For example the stated “cycle friendly infrastructure” only goes as far as new developments. Access to the town centre by cycle and the three secondary schools is fraught with obstacles or dangerous roads and traffic schemes.

CP35 commits to “ensure adequate parking is delivered on new developments in accordance with Oxfordshire County Council’s published standards” as published in 2011. However, recent developments in Abingdon have not followed this guidance resulting in parking on pavements and it being impossible for emergency vehicles to access some roads.