

## Comment

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<b>Event Name</b>	Vale of White Horse Local Plan 2031 Part One - Publication
<b>Comment by</b>	Mr Mark Atkins
<b>Comment ID</b>	LPPub1034
<b>Response Date</b>	19/12/14 10:48
<b>Consultation Point</b>	Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area ( <a href="#">View</a> )
<b>Status</b>	Submitted
<b>Submission Type</b>	Web
<b>Version</b>	0.4

**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.**

My comments relate specifically to the area north of Abingdon (ie the Cumnor, Botley and surrounding areas) and that green belt area.

The infrastructure in the area is significantly inadequate for the current usage and is not fit for purpose.

All road routes in and around the area are congested at rush hour, but even outside of rush hour the roads are congested. Whilst public transport may be acceptable in some areas the reality is (as acknowledged by the county council) Oxfordshire and its sub areas such as the Vale area are very rural and as such the majority of commuters rely on roads to get about.

If further jobs are created in the area then the traffic will only worsen, and in effect the productivity of the region will only worsen, not improve. Therefore, there is a need for significant investment in local infrastructure and where there are housing or other community developments they should be done in such a way as to minimise the need for infrastructure improvements. After all the infrastructure is not grossly adequate at present, and even with minor improvements (eg hamburger roundabouts, reconfiguring junctions, etc) there is very little change in capacity which doesn't really improve the roads - these are really politically motivated to support rhetoric).

Other supporting infrastructure such as schools, community/shopping centres, etc need to be at a scale appropriate to the local community. Also, the scale of any improvement should be scaled to the local community and not increase traffic in the locality.

Central government say they are promoting the local high street and members of the community want better local services (to reduce the need to travel and reduce traffic), and therefore all developments and supporting infrastructure should be scaled to the local residents' needs and not add to congestion or pressures on local services.

**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.**

Smaller, community sponsored, developments which require smaller changes to the supporting infrastructure.

Developments of housing, local centres and supporting infrastructure developments should be focused based on proximity with the jobs (ie the housing and services should be local to the jobs).

All changes should be sympathetic to the local community and their needs, to the character of the local environment (both green and built), and scaled accordingly.

**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