



**Vale of White Horse Local Plan Part One:  
Strategic Sites and Policies**  
Publication Stage Representation Form

Ref:

(For official  
use only)

Name of the Local Plan to which this representation relates:

Vale of White Horse Local Plan

Response form for the Vale of White Horse strategic planning policy document., the Local Plan Part one. Please return to Planning Policy, Vale of White Horse District Council, Benson Lane, Crowmarsh, Wallingford, OX10 8ED or email [planning.policy@whitehorsedc.gov.uk](mailto:planning.policy@whitehorsedc.gov.uk) no later than Friday 19 December 2014 by 4.30 pm precisely.

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

Mr

First Name

Geoff

Last Name

Broughton

Job Title

(where relevant)

Organisation

(where relevant)

Address Line 1

17 Knollys Close

Line 2

Abingdon

Line 3

Line 4

Post Code

OX14 1XN

Telephone Number

E-mail Address

(where relevant)

## Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph

4.13

Policy

SO 3

Proposals Map

3 page 7,9

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes



No

☐

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

☐

No

**NO**

4 (3) Complies with the Duty to co-operate



No

☐

*Please mark as appropriate.*

5. 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.

### Sustainable location

**The proposed North Abingdon housing developments are unsound and unsustainable. There are currently no housing estates outside the peripheral roads – for good reason.**

Abingdon is divided into large residential area by a few arterial (Oxford Road, Marcham Road – Ock Street, Drayton Road and Bridge Street) and the northern peripheral route. The other through routes have been pacified with speed humps. Perhaps Abingdon can be considered as just three large contiguous residential areas south, east and west with commercial districts in the centre and on the edges. Pedestrian access across the busy roads is possible but not essential for sustainability.



Dunmore Road and Twelve Acre Drive currently forms the natural northern boundary of Abingdon. Both peripheral roads are designed to be free flowing highways directing traffic, including HGV and articulated vehicles, around the town centre. The only alternate route is through the town centre. Building new estates north of this peripheral route, while maintaining high traffic flow, will isolate the new estates from the main body of Abingdon, particularly during peak traffic periods. This north-south separation will be as distinct as the east-west boundary along the Oxford Road. Indeed, any east-west interaction between the two new estates straddling Lodge Hill is very unlikely. These new settlements are too small to sustain the separation.

There are three solutions.

1. Integrate and assimilate the new estates into the body of Abingdon by remodelling Dunmore Road and Twelve Acre Road as small, safe, cycle friendly residential roads. Currently only foolhardy pedestrians try to cross these boundary roads during peak periods. Preston Road, Wootton Road, Northcourt Road and Radley Road are good examples of pacified roads. Foot bridges and underpasses are nonsensical since these will embed the sense of isolation. However, the road remodelling will dramatically constrict traffic flow, particularly for large vehicles, along these peripheral routes.
2. Build a new peripheral road further north as the new boundary for Abingdon. However, there is no route available to the west and the increased length will deter traffic. The Highways Agency is against using the A34 for north-south short hop journeys, even if the long mooted Lodge Hill interchange is fully developed.
3. Enlarge the new estates further north to encompass more Green Belt land at the Lodge Hill interchange. These settlements can then become more sustainable with local shops and easy access to the A34. Although this may ease housing pressure in Oxford, a rival shopping area will not benefit Abingdon town centre and an enlarged estate is not in the Vale's plan.

The conclusion is that tacking on new estates to the north of Abingdon, beyond the boundary of a major road, and hemmed by the A34 and Lodge Hill is absurd. No developer can assimilate the new settlements into Abingdon while still maintaining traffic flow on the essential peripheral route.

The proposed North Abingdon housing developments are different, very different, being small unsustainable communities outside of Abingdon and bounded by busy roads!

(continue on a separate sheet/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 test you have identified at 5 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.

TYPE **YOUR** VIEWS HERE-

There is no modification possible.  
The new estates will be small, isolated and unsustainable settlements.

**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.**

7. 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

☐

**Yes**

**Yes**, I 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 am happy to participate but there will surely be better qualified objectors.

These housing estates cannot be assimilated within Abingdon while still maintaining the high traffic flow. This is physically impossible.

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

Signature:



Date:

14<sup>th</sup> Dec 2014

## Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph   Proposals Map

4. Do you consider the DPD is :

4.(1) Legally compliant	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
4.(2) Sound (Positively Prepared, Effective and Justified)	Yes	<input type="checkbox"/>	No	<input type="text" value="NO"/>
4 (3) Complies with the Duty to co-operate		<input type="checkbox"/>	No	<input type="text" value="NO"/>

Please mark as appropriate.

5. 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.  
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### **The Vale has not fully consulted the residents of Abingdon about the loss of the Green Belt to housing developments.**

The Statement of Community Involvement describes the vision and principle of community involvement.

<http://www.whitehorsedc.gov.uk/sites/default/files/SCI%20ADOPTED%20DEC%2009%20FINAL.pdf>

#### **4.0 THE COUNCIL'S VISION AND PRINCIPLES FOR COMMUNITY INVOLVEMENT**

*4.1 The council's vision for community involvement in the planning process is that: The community of the Vale should be enabled to participate meaningfully in the development of planning policies and proposals contained in the Local Development Framework and in the consideration of planning applications in the district.*

The Vale first publicised the housing development plans by a leaflet and exhibition in a vacant shop in Abingdon Town Centre. This was held in February 2013 and there were some planning officers available to explain the plans. I recall viewing maps on a display panel and asking about the Green Belt boundary. This was not shown anywhere on the map and was not mentioned in the leaflet. I was curious because I knew that the Tilsley Park sports ground was built on Green Belt. The planning officer did not know and neither did the two other colleagues. I was invited to leave a post-it-note on the display which asked why the Green Belt was not shown on the map! There should be a record of my comments.

I am certain that Green Belt was not mentioned on the leaflet and was not shown on the maps at the exhibition. This was a deliberate omission of a very important issue.

Green Belt was only mentioned in the recent round of the consultation at the public meeting at Long Furlong Community Centre and the new leaflet on 7<sup>th</sup> November 2014.

Perhaps the Vale assumes that everyone knows about the Green Belt. Older residents may recall the

issue but newer residents may not be aware that the open fields are part of the Green Belt.

The Vale has therefore failed to communicate an essential issue, the Green Belt, to the Abingdon residents until this round of consultation. We should have been informed in February 2013 since the Green Belt boundary is a very relevant fact. Publishing the plan in 7<sup>th</sup> November 2014 has provided precious little time to contact residents, allow them to digest the plans and email their objections by 19<sup>th</sup> December 2014. This is contrary to the council's vision and principles for community involvement.

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR VIEWS** HERE-

No modifications are possible. The Vale failed to inform Abingdon residents in February 2013 that the proposed north Abingdon housing developments are in the Green Belt.

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☐ **NO**

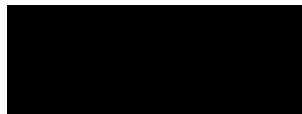
☐ **No**, I do not wish to participate at the oral examination

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Date:

14<sup>th</sup> Dec 2014



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4 (3) Complies with the Duty to co-operate		<input type="checkbox"/>	No	<input type="text" value="NO"/>

Please mark as appropriate.

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### **The Vale has not fully consulted the residents of the Abingdon Peachcroft estate about the proposed housing development on Peachcroft Farm.**

The Statement of Community Involvement describes the vision and principle of community involvement.

<http://www.whitehorsedc.gov.uk/sites/default/files/SCI%20ADOPTED%20DEC%2009%20FINAL.pdf>

#### **4.0 THE COUNCIL'S VISION AND PRINCIPLES FOR COMMUNITY INVOLVEMENT**

*4.1 The council's vision for community involvement in the planning process is that: The community of the Vale should be enabled to participate meaningfully in the development of planning policies and proposals contained in the Local Development Framework and in the consideration of planning applications in the district.*

The Vale published the plans on 7<sup>th</sup> November and held a public meeting at Long Furlong Community Centre. The proposed housing developments did not include an estate on Peachcroft Farm. This new proposal only came to light when examining the documents. Subsequently, this estate area was reduced to preserve part of the Green Belt.

Residents of the Long Furlong estate had been leafleted by the Vale. Nothing from the Vale has been delivered to the Peachcroft estate. Word of mouth, hearsay and press articles are no substitute for meaningful community involvement.

How can residents of the Peachcroft estate object to plans by 19<sup>th</sup> December 2014 when a) they were not informed and b) the plans are a moving target? This is contrary to the council's vision and principles for community involvement.

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR** VIEWS HERE-

No modifications are possible. The Vale failed to inform the Peachcroft residents about the proposed north Abingdon housing developments on their doorstep.

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☐ **NO**

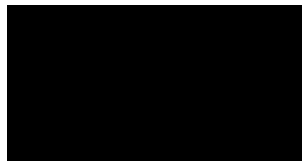
**No**, I do not wish to participate at the oral examination

☐ **Yes**, I wish to participate at the oral examination

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Signature:



Date:

14<sup>th</sup> Dec 2014



## Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph

6.68-6.70

SO 9

Proposals Map

3 page 7,9

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes



No

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes



No

**NO**

4 (3) Complies with the Duty to co-operate



No

*Please mark as appropriate.*

5. 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.

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## **I want safe access to Dunmore Road during the rush hours!**

The proposed housing estates will make access onto Dunmore Road less safe. The existing access from Boulter Drive onto Dunmore Road is already hazardous. Traffic on the ring road travels at 40 mph and often faster. The photo shows stationary traffic heading west but 40 mph traffic heading east. Similar jams occur at the Alexander Drive and Langley Drive junctions.



Normally Long Furlong residents turning left must join the fast moving traffic, or cross both traffic streams to turn right. Most danger is during the rush hours which include the Long Furlong school runs. The danger on Boulter Drive is compounded in several ways.

1. Pedestrians, school children, joggers and cyclists cross at this junction often between the queuing vehicles that are eager to move off quickly.
2. The curvature of Dunmore Road means that pairs of vehicles waiting to turn left and right block each other's view. Vehicles turning left cannot see vehicles on the ring road approaching from the right, and vice versa. The waiting vehicles have to edge forwards to try and see around the neighbour. This is worse when one vehicle is taller than the other, when the sun is low and headlights are dazzling during the winter rush hours.
3. The curvature of Dunmore Road also means that pedestrians and cyclists crossing Boulter Drive must look backwards more than 180 degrees to judge traffic intent on entering Boulter Drive at the highest speed possible.
4. There is a small incline from Boulter Drive at the queuing point. When turning right in wet weather, wheels can often slip when accelerating quickly across the traffic. This makes the tight manoeuvre more dangerous.
5. The small bus stop on Dunmore Road is just after the rapid acceleration point when turning right. Driver attention is on joining the traffic stream and not necessarily on bus passengers trying to cross the road.
6. The junction is designed as a wide funnel to allow cars to enter at speed. This quickly clears the Dunmore Road but is lethal to anyone already crossing the road particularly with their backs to the traffic.

The new housing estate will be in the fields to the left of the photo. This large estate will have access roads joining Dunmore Road in a similar fashion. Chaos will ensue since the new junctions will either be opposite or close to the existing junctions. Drivers will need to leap into the fast moving stream but also avoid vehicles exiting from the roads opposite.

Currently, there are no foolhardy pedestrians crossing the Dunmore Road during peak hours. People

cross to the Sunningwell path but not when the road is heavily trafficked. The bus stop is unused because there are no buses and the road is impossible to cross. However, the new housing estate will change this completely. Hopefully, the Vale will install pelican crossings at either end of the new estate. This may break-up the traffic stream sufficiently to allow vehicles to exit the residential roads. However, children are likely to jay walk and take a short cut across the road.

Drivers exiting the estates will then have to judge when to enter the fast traffic stream, or cross the flow, avoid children, dodge lorries, look around obstructing vehicles, see when the sun is low and in dark winter evenings. Here is a photo of a car giving up and performing a U turn.



I cannot see how the road can be made pedestrian-children-cycle-jogger friendly and with safe access points while maintaining the high flow of fast moving cars and HGVs.

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR** VIEWS HERE-

Dunmore Road and the junctions with the residential roads must be remodelled to provide better access to minimise queueing and dangerous leaps into the fast flowing traffic stream. Roads from the new estate must somehow join Dunmore Road while not endangering drivers exiting the other roads.

Pedestrians rarely cross Dunmore Road, there is little reason, and certainly not during peak hours. Somehow the road will need safe crossing points for numerous new residents and wandering children. Pelican crossings on this 40 mph road are not a good idea. Foot bridges and underpasses will be out of character and will further isolate the new communities.

All this must be achieved while maintaining the high traffic flow and 40 mph. This is impossible.

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☐

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

☐ Yes

Yes, I wish to participate at the oral examination

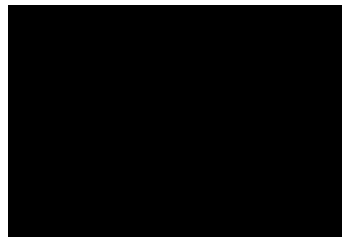
8. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary: ☐

I have endured the daily nightmare of exiting and entering Boulter Drive. At most times the roads are clear, but that is not the point. During peak periods and in poor visibility these junctions are extremely hazardous. The new estate will make the junctions more dangerous.

I invite brave drivers to have a go.

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

Signature:



Date:

14<sup>th</sup> Dec 2014

## Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph

6.115

CP 46

Proposals Map

3 page 7, 9

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes



No

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

No

NO

4 (3) Complies with the Duty to co-operate



No

Please mark as appropriate.

5. 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.  
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### Conservation and Improvement of Biodiversity

**The Vale's plan has overlooked the ancient woodland know as Blake's Oak on the boundary of the north Abingdon housing development.**

The Vale should investigate this woodland under the Conservation and Improvement of Biodiversity heading **before** removing the land from the Green Belt and allocating to new housing.

*"A net loss of Green Infrastructure, including biodiversity, through development proposals will be resisted."*

*"Development that will conserve, restore and enhance biodiversity in the district will be permitted."*

The small woodland is isolated from common footpaths and is difficult to locate. The remoteness has left the woodland undisturbed for centuries and the ground foliage to flourish. The woodland is probably associated with the hanging of Blake in 1642 during the early stages of the English Civil War.

### The history and antiquities of the university of Oxford, publ. by J. Gutch

[https://books.google.co.uk/books?id=0gYVAAAAQAAJ&pg=PA455&lpg=PA455&dq=blake+%22a+groom+of+the+king%27s+bedchamber%22&source=bl&ots=pEpgqYJkX7&sig=GVD-QSMLm5HTa3v8\\_4VtqJAWUFw&hl=en&sa=X&ei=TsKNVMahN4XdaoL-gKAC&ved=0CCMQ6AEwAA#v=onepage&q=blake%20%22a%20groom%20of%20the%20king's%20bedchamber%22&f=false](https://books.google.co.uk/books?id=0gYVAAAAQAAJ&pg=PA455&lpg=PA455&dq=blake+%22a+groom+of+the+king%27s+bedchamber%22&source=bl&ots=pEpgqYJkX7&sig=GVD-QSMLm5HTa3v8_4VtqJAWUFw&hl=en&sa=X&ei=TsKNVMahN4XdaoL-gKAC&ved=0CCMQ6AEwAA#v=onepage&q=blake%20%22a%20groom%20of%20the%20king's%20bedchamber%22&f=false)

*1642. November 2, Wednesday. The Footmen before mentioned marched out of Oxford to Abendon, following certain of the King's Troopers and Dragoons that had gone that way two days before; but in their passage and within a mile of Abendon, some of their Conductors hanged one Blake, a Groom of the King's Bedchamber, sometime a Merchant, on a tree, for Treason against the King. His intent was to betray him, the Prince and Duke, to the Earl of Essex, at one Sir Rob, Fisher's house,*

Warwickshire.

Blake was not a common criminal but had direct access to King Charles I. Perhaps the local tourism office would be interested in adding this historical significant location to Abingdon's Civil War heritage. This should be done while the pristine form of this ancient woodland still exists.

Although the ancient woodland is not part of proposed housing development, the new estate will directly border the site. The woodland cannot be protected from children trampling through the undergrowth destroying the plants and compacting the soil. The adjacent housing will alter the drainage which will disturb the delicate mycelium permeating throughout the area. Several of the trees will need the removal of branches solely for the safety of the new neighbours. Thus, the woodland will be utterly transformed from a remote wildlife haven to a children's playground.

The pristine ancient woodland can only be preserved and left undisturbed if the location remains hidden and remote. Literally, off the beaten track. This is impossible if the land is allocated for housing.

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR** VIEWS HERE-

Housing will inevitably result in the destruction of this ancient woodland. No developer can mitigate the loss of this woodland and should not be allowed to try. The adjacent land should not be allocated to housing.

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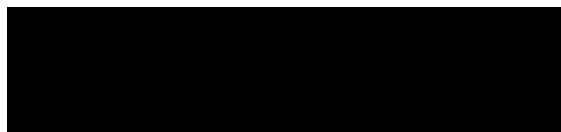
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Signature:



Date:

14<sup>th</sup> Dec 2014

## Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph

2.13

SO 8

Proposals Map

3 page 7, 9

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes



No

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

No

**NO**

4 (3) Complies with the Duty to co-operate



No

*Please mark as appropriate.*

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### **Sustainable transport**

#### **The folly of building beyond the Abingdon peripheral road!**

The Audlett Drive - Twelve Acre Drive - Dunmore Road – Copenhagen Drive – Collwell Drive peripheral route is designed to direct traffic around the centre of Abingdon. There is already far too much traffic within the town centre's narrow streets. This generates air pollution above the government's health limits which has required the declaration of an Air Quality Management Area (AQMA). The Vale has been advised to extend the AQMA along Ock Street and Marcham Road.

The Vale certainly does not want more HGVs and diesel vehicle traversing the town centre!

There are frequent accidents on the A34 which results with widespread chaos across the whole region. For instance during November 2014, The Oxford Mail reported separate road accidents on the A34 on the 15<sup>th</sup>, 17<sup>th</sup>, 19<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>, 24<sup>th</sup>, 25<sup>th</sup> and 27<sup>th</sup> of November 2014

<http://www.oxfordmail.co.uk/search/?search=a34+crash>.

The police are forced to close the A34 several times a year. Here is an example from the Oxford Mail. *Saturday 29<sup>th</sup> November 2014. Lorry crash shuts A34. One lane of the A34 was closed for almost four hours after a crash between two lorries yesterday. The collision happened at 3.54am on the eastbound lane between the Marcham Interchange and the A4183 North Abingdon turn.*

[http://www.oxfordmail.co.uk/archive/2014/11/29/11634518.Lorry\\_crash\\_shuts\\_A34](http://www.oxfordmail.co.uk/archive/2014/11/29/11634518.Lorry_crash_shuts_A34)

The most recent was Monday 15<sup>th</sup> December 2014 at 00:30 am with the A34 southbound between



Botley and Milton closed for several hours until 3:30 pm.

[http://www.oxfordmail.co.uk/archive/2014/12/15/11666461.Update\\_Passenger\\_tells\\_of\\_being\\_flung\\_around\\_when\\_a\\_lorry\\_hit\\_coach\\_on\\_A34](http://www.oxfordmail.co.uk/archive/2014/12/15/11666461.Update_Passenger_tells_of_being_flung_around_when_a_lorry_hit_coach_on_A34). The photos below were taken at 8:30 am along the Dunmore Road showing the diverted traffic including many HGVs and construction trucks.









Although the police diverted the traffic off the A34 and the Vale cannot build a relief road for the A34, the Vale must manage these events since they occur often. For instance, don't build housing estates which make the congestion and air pollution worse in north Abingdon and in the town centre AQMA.

This leads to several objections.

- Where will this traffic go after being diverted off the A34 when the new residential estate and remodelled Dunmore Road are complete? The town centre and the AQMA probably.
- How can pedestrians, school children, the elderly, bus passengers, cyclist and joggers safely cross this road? The photos were taken at 8:30 am during the Monday morning school run. Pelican crossings and mini-roundabouts will add to the misery of those caught up in the jam. Foot bridges and underpasses are inappropriate. This is not an inner city but the edge of a market town.
- Can stationary heavy traffic, including HGVs, construction trucks and articulated vehicles be acceptable on a residential road lined by housing estates? No.
- How can the noise and vibration be mitigated? Noise barriers within the residential estate will be absurd.
- Will the residents of the new communities feel integrated within Abingdon or feel isolated living beyond a major highway? They will be enclosed by the A34, Dunmore Road and Oxford Road.

Dunmore Road is bad enough already. However, this is the natural northern boundary of Abingdon and the residents are accustomed to the regular snarl-ups. There is little reason to cross this road. Dropping a housing estate on vacant fields beyond this boundary is ludicrous.

(continue on a separate sheet/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 test you have identified at 5 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.

TYPE **YOUR** VIEWS HERE-

Modifications at this location are impossible.

Build the houses nearer the jobs south of Abingdon.

Build the estate where the communities can be integrated within existing settlements and not beyond a very real boundary.

**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.**

7. 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

☐

**Yes**

**Yes**, I 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: ☐

The proposed housing developments are in the wrong place beyond the natural boundary of Abingdon. The Vale must consider the isolating effect, vibration, air and noise pollution from heavy traffic during exceptional flows. I am happy to explain if this is not clear.

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

Signature:



Date:

16<sup>th</sup> Dec 2014