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**Date:** 08/12/2014 19:13  
**Subject:** Vale Local PlanPart One 2031

Yvette & John Earl  
8th Dec.2014  
9 Lovelace Close  
Abingdon  
OX141XW

We have seen the above draft housing plan and write to express our objection to this in its entirety.

Our main reasons for objecting are:-

1) The existing access to the Dunmore Area ie the A34, Dunmore Rd & 12 Acre Drive at present struggle to cope with the volume of traffic. These additional 1000 houses, probably increasing car numbers by 1500 will gridlock access completely. There appears to be no plan to drastically improve this access.

2) Abingdon town centre consists of several listed buildings which will prevent any development of adequate shopping. At present the precinct cannot attract sufficient outlets to fill the units.

3) If from 2) there is insufficient facilities how does the Council believe it can attract industries to the area?

4) It would appear that any industrial development will be to the south of Abingdon. With the proposed housing to the north it would appear that the planners intention is just to cause more chaos on the already congested roads.

5) These developments would change the identity of Abingdon from a market town to a large housing estate without adequate facilities. Also how long before further developments are proposed which could eventually make Abingdon just a suburb of Oxford??

6) At present these areas have a defined boundary ( Dunmore Rd & 12 Acre Drive ) this will be erased & the green belt eroded. Surely this proposal is against all Government recommendations for the protection of green belts.

7) It would appear that this plan is based on the exceptionally high forecasts of housing need from the controversial Oxford Strategic Housing Market Assessment which has been much criticised by the public & politicians alike. This housing need figure is two & a half times the Governments household projections. This surely makes the volume of this proposal. questionable!!

It is our contention that these proposals are seriously flawed & that no thought has been given to existing problems & even less to future problems that will be generated. Further more the volume of housing proposed is way in excess of Government projections. In addition the question must be asked have the planners / consultants ever experienced the affected roads during peak periods.

Yvette & John Earl