

Comment

Consultee	Dair and Vicki Farrar-Hockley (831022)
Email Address	
Address	Unknown Unknown Unknown
Event Name	Vale of White Horse Local Plan 2031 Part One - Publication
Comment by	Dair and Vicki Farrar-Hockley
Comment ID	LPPub1244
Response Date	22/12/14 11:42
Consultation Point	Core Policy 17: Delivery of Strategic Highway Improvements within the South-East Vale Sub-Area (View)
Status	Submitted
Submission Type	Email
Version	0.3
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.	N/A

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.

POLICY 17 TRANSPORT DELIVERY FOR S.E. VALE.

My objections to Policies 3, 4, 5, and 6 would significantly reduce the numbers of housing in the Vale, and hence the need for travel, and thus reduce traffic demand on the road network.

An objection is therefore made to Policy 17.

The Vale is predominantly a dormitory area for commuters to Oxford, Swindon, Reading, Newbury and London.

There is no certainty that the level of housing proposed will not reinforce that travel pattern of commuting, given the much greater numbers of jobs in these towns than is proposed in Science Vale UK.

The low salaries of scientists despite their high skills means that, as now, many employees in scientific research would be unable to afford to buy the proposed new dwellings.

My objection to Policy 17 is consequential to my earlier objections to Policies 3 - 6.

When Vodafone were granted planning permission for a European Headquarters, it was conditional on the funding of a double the existing number of bus services in Newbury.

The introduction of the Community Infrastructure Levy should enable up to 10,000 per new dwelling to be available to improve pedestrian/cycling/bus services in the Vale.

The Plan should support new transport infrastructure focused on providing opportunities for travel apart from the private car, in accordance with national planning policies.

Clarification is sought on what bus and cycle network, in similar detail to the road proposals, is proposed to be implemented, and how it will be funded.

The proposed cycle network does not appear to demonstrate a Duty to Co-operate, through continuous cycle routes to adjoining Districts incl: West Berkshire, Oxford, South Oxfordshire, West Oxfordshire, Swindon.