

## Comment

<b>Consultee</b>	Ms Margaret Killick (871772)
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<b>Event Name</b>	Vale of White Horse Local Plan 2031 Part One - Publication
<b>Comment by</b>	Ms Margaret Killick
<b>Comment ID</b>	LPPub244
<b>Response Date</b>	15/12/14 13:55
<b>Consultation Point</b>	Core Policy 7: Providing Supporting Infrastructure and Services ( <a href="#">View</a> )
<b>Status</b>	Submitted
<b>Submission Type</b>	Email
<b>Version</b>	0.3
<b>Q1 Do you consider the Local Plan is Legally Compliant?</b>	No
<b>Q2 Do you consider the Local Plan is Sound (positively prepared, effective and Justified)</b>	No
<b>If your comment(s) relate to a specific site within a core policy please select this from the drop down list.</b>	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.**

I wish to object to draft Local Plan Part 1 2031 Re Core Policy 7 Infrastructure.

There is inadequate infrastructure to support the plan as outlined, and plans to improve it have serious pitfalls.

Even the present levels of housing have inadequate infrastructure. Abingdon is the largest town in S. England without a railway and its population has doubled since its station was closed. The A34 is notorious for its frequent traffic jams, but its possible upgrade to a 6-lane motorway, highlighted recently in the press, would cost hugely in money and disruption. Also huge would be its human costs (e.g. to houses near Botley) and environmental costs (much ancient woodland in Bagley irreversibly lost) and

the total worse, I believe, than an equivalent length of HS2. Traffic in Marcham Road and Ock Street, Abingdon routinely crawls.

The cars associated with the proposed new housing would add to all of these problems, and new houses north of Dunmore Road and Twelve Acre Drive would clog them up.

I believe that with the growth of Oxford, Abingdon and recently massively in Didcot, the area Kidlington ? Oxford ? Abingdon ? Didcot ? AERE Chilton is steadily becoming a conurbation.

For this even a much improved infrastructure based on roads (the only option usually considered) is not sustainable. Public perception of climate change fails to grasp the enormity of the threat. To prevent global warming from getting out of hand, world mean temperature must not increase by more than 2 degrees C (International Commission on Climate Change 2013) and to achieve this we must leave half the fossil fuel already regarded as reserves in the ground (Berners-Lee M, Clark D 2013: The Burning Question). In addition, better roads soon get over-filled with yet more cars so other solutions must be sought.

I therefore believe that the plan for housing will make inadequate infrastructure worse and is unsound, and in the wider context solutions based on roads and cars are environmentally harmful and unsound.

VWHDC has failed to consider the issue properly.

**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.**

Re-examine the needs for infrastructure, especially transport, and its environmental impact, in relation to existing requirements, to the plan under discussion, and in the highly important wider context.

***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