



Local Plan 2031 Part 2
Publication Version
Representation Form

Ref:

(For official
use only)

Name of the Local Plan to which this representation relates:

Vale of White Horse
Local Plan 2031 Part 2

Please return by 5pm on Wednesday 22 November 2017 to: Planning Policy, Vale of White Horse District Council, 135 Eastern Avenue, Milton Park, Milton, Abingdon, OX14 4SB or email planning.policy@whitehorsedc.gov.uk

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	<input type="text" value="Dr"/>	<input type="text"/>
First Name	<input type="text" value="Andrew"/>	<input type="text"/>
Last Name	<input type="text" value="Turner"/>	<input type="text"/>
Job Title (where relevant)	<input type="text"/>	<input type="text"/>
Organisation representing (where relevant)	<input type="text"/>	<input type="text"/>
Address Line 1	<input type="text"/>	<input type="text"/>
Address Line 2	<input type="text"/>	<input type="text"/>
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Sharing your details: please see page 3

Part B – Please use a separate sheet for each representation

Name or organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph

Policy

4A

Policies Map

4. Do you consider the Local Plan is: *(Please tick as appropriate)*

4. (1) Legally compliant

Yes

No

4. (2) Sound

Yes

No

4. (3) Complies with the Duty to Cooperate

Yes

No

5. Please provide details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the Duty to Cooperate. Please be as precise as possible.

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Core Policy 4a – Meeting our housing needs

This policy does not take account of the recent revision downwards in the Government's Overall Assessment of Need (OAN) for the Vale of White Horse to 689 houses per year, from the 1,199¹ per year proposed in the Vale Plans Part 1 and 2. This is 43% less.

Over the period of the plan to 2031, the OAN figure corresponds to a population increase of 24,000. The Vale are adding an additional unnecessary population of 22,000 to this corresponding to an increase of 67% of the population of Abingdon (33,000 in 2011). While an estimated 10,000 of the population increase is due to 'natural increase' (excess of births over deaths), the Vale figures would correspond to a net in-migration of 36,000.

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¹ 1,199 = (20,560 in Part 1 + 3,420 in Part 2) divided by 20

to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

I think that the Vale should:

- Reduce its growth figures which are currently wildly excessive;
- Reduce the overspill from Oxford; which is similarly over-estimated
- Reconsider where in Britain the additional 36,000 people might come from and if that is reflected in the plans for those areas;
- Note that over 70% of the growth in the number of households in the government projections for the Vale will be 'headed' by people aged 65 and over. The Vale should develop appropriate housing policies to respond to this aging of the population; and
- If it continues to plan growth on such a scale, it should reconsider, clearly justify and consider the risks arising from its forecasts for the increases in the number houses and jobs that the plan is currently based on.

(Continue on page 4 /expand box if necessary)

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I think that the views expressed are clear but would be happy to explain them if necessary.

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Signature:

A D Turner

Date:

21/11/2017

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First Name	<input type="text" value="Andrew"/>	<input type="text"/>
Last Name	<input type="text" value="Turner"/>	<input type="text"/>
Job Title (where relevant)	<input type="text"/>	<input type="text" value="-"/>
Organisation representing (where relevant)	<input type="text"/>	<input type="text"/>
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Part B – Please use a separate sheet for each representation

Name or organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph

Policy

8a

Policies Map

**Appendices
pages 13-16, 30, 32**

4. Do you consider the Local Plan is: *(Please tick as appropriate)*

4. (1) Legally compliant

Yes

No

4. (2) Sound

Yes

No

4. (3) Complies with the Duty to Cooperate

Yes

No

5. Please provide details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the Duty to Cooperate. Please be as precise as possible.

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I do not accept that there is a need to zone any more land in Part 2 of the plan. I have consistently opposed the release of land in the Green Belt around Abingdon – especially in the light of revised OAN, removing any argument of “exceptional need”..

But if land must be released, I am content that the release of that part of Dalton Barracks (Abingdon Airfield) which is already built up or developed with a system of runways, as the least bad choice of site. The site is shown on page 36 of the plan, and pages 13 to 16 of the Appendices.

However, Dalton Barracks does have a paucity of good access routes. To the West, the Wootton Road connects to Cumnor, the A420 and Oxford. Minor roads also run towards Oxford through Sunningwell and up Fox Lane over Boars Hill to the Hinksey junction with the A34. The Marcham road leads to the A34, Marcham itself, Grove, Wantage and on towards Kingston Bagpuize. Access Eastbound from Dalton Barracks is along the Wootton road under the A34 into Abingdon, or through Shippon and over the A34 into Abingdon. The plan fails to describe how these access issues might be resolved.

Possible solutions to this is:-

- Door to door bus routes giving the site access to key workplaces;
- Cycle tracks will increase accessibility, particularly into Abingdon;
- Other sensible road improvements need to be agreed; and

- Provision for employment on the site could reduce the need for commuting.

Proposals in the plan that are contentious are:

- Safeguarding land to the NW of the Lodge Hill junction for a Park and Ride site; and
- The proposed bus and cycle routes connecting Wootton Road, near the airfield to that Park and Ride (Appendices page 32).

I oppose most strongly the proposed Park and Ride site at Lodge Hill

I have consistently opposed the proposed Park and Ride site at Lodge Hill. My main concerns are:

- It will mean development of a clearly rural site and even more of the Green Belt will be lost forever; particularly adjacent to Bagley Wood.
- It could interfere with and in the long run detract from the already excellent and commercial bus service from Abingdon to Oxford (X3, X13 and S8 buses in particular).
- My support for these bus services (on which the current Part 1 plans are predicated) means that I strongly support the proposal for a bus only lane going North on the A34. If the Park & Ride could be located at the Marcham Road interchange, this could run from here to the Hinksey Hill junction (see page 30 of the Appendices). How this scheme to be is funded (Highways England?).
- It will set the area up for future inappropriate developments in the Green Belt such as a lorry park, facilities for lorry drivers, additional housing and potentially the Oxford to Cambridge Expressway;
- The site chosen will damage the rural character and setting of Sunningwell village; and
- It will be a magnet for traffic from Dalton barracks which will rat-run through Sunningwell.

Proposed bus/cycle lanes from Wootton Road to the Park and Ride

I am very concerned about the proposed Bus/cycle lanes from Wootton Road to the proposed Park and Ride site. These are shown on page 32 of the Appendices. They would link the Dalton barracks development to the Park and Ride proposed at Lodge Hill. However:

- The routes are very poorly located - dividing farmland and cutting across existing roads, tracks, drives and footpaths. They would urbanise all the large open, sweeping and attractive belt of countryside between Sunningwell and the A34;

- Both of the safeguarded routes from Wootton Road ignore the contour lines and go uphill and downhill, making the route unnecessarily difficult for cyclists.
- While other routes don't seem to have been considered, they would be no better in other respects. These include:-:
 - Running parallel to the A34 - but would be a poor environment for cyclists;
 - Developing the road network through Sunningwell (along Sunningwell Road and the lane towards Sugworth Lane) – although this would urbanise the village and require extensive purchase of slices of land.
 - A cycle only route through the village might be a more feasible and acceptable proposal.
 - If the Park & Ride were located at Marcham Road, this would avoid these problems due to existing roads.
- We understand that there has been no consultation with the Highway authority (Oxfordshire County Council) about these routes;
- Safeguarding this land has blighted and will continue to blight properties in Sunningwell and along the Wootton Road.

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The current proposals for developing Dalton Barracks are deficient in a number of respects:

- Dalton Barracks does not have good road connections, so more sustainable approaches will be crucial and any changes to the road network need to be very carefully considered;
- Land should not be reserved for a Park and Ride at Lodge Hill (page 32). If this can't be withdrawn, another option might be to reserve additional land at to the NW of the Marcham Road / A34 junction so this option can be considered; and
- Land should not be reserved for bus/cycle routes across the Green Belt around Sunningwell (page 32).

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

Yes, I wish to participate at the oral examination

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I think that my views are clear but would be happy to explain them if necessary.

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

Signature:

A D Turner

Date:

21/11/2017

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Yes

I would like to be added to the database to receive general planning updates

Yes

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First Name	<input type="text" value="Andrew"/>	<input type="text"/>
Last Name	<input type="text" value="Turner"/>	<input type="text"/>
Job Title (where relevant)	<input type="text"/>	<input type="text"/>
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Part B – Please use a separate sheet for each representation

Name or organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph

2.126

Policy

Policies Map

4. Do you consider the Local Plan is: *(Please tick as appropriate)*

4. (1) Legally compliant

Yes

No

4. (2) Sound

Yes

No

4. (3) Complies with the Duty to Cooperate

Yes

No

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The proposed Oxford to Cambridge Expressway is only briefly mentioned in the Plan (paragraph 2.126, page 57). This says that a business case will be published in 2017, but this has not been done in time for this consultation.

A rough map of Expressway route options has been published. Option S1 (improving the existing A34) would potentially affect the A34 along its whole length in Oxfordshire, perhaps widening the existing road to three lanes each way. Routes S2 (towards Bicester) and S3 (towards Wheatley) depart from the Lodge Hill area of the A34, thus destroying this Green Belt area adjacent to Bagley Wood and the approach to Abingdon. Both run through the Oxford Green Belt. Option S4 starts South of Didcot and runs to the East of Didcot and Dorchester, towards Thame. This grazes the SW edge of the Green Belt, and it is more a Didcot to Cambridge Expressway. However, as much of the A34 traffic is freight traffic from southern ports, diversion to the M40 East of Oxford will reduce traffic along the Abingdon to Oxford (Hinksey and Botley and Peartree Junctions) stretch of the A34 towards Birmingham – making this the preferred option for me.

While there is a need to improve/reduce traffic flow on the A34, most of these routes will have a very severe effect on the countryside of the Vale of White Horse and South Oxfordshire districts.

I also have serious concerns about the scale and impact of this development on the area. The road is supposed to enable up to 1 million more houses, in effect 10,000 per mile. The effect of the tens of thousands of extra households strung

out along a road through the shattered remains of the Oxford Green Belt, is clearly an issue.

The local Plan should say more about these options, so that we can properly be consulted.

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The plan needs to say more about the proposed Expressway and set some conditions for its development – e.g.

- The Expressway should be a corridor for movement, not an excuse for more housing development;
- Construction of the Expressway should not increase the numbers of houses or other development required in the Vale.
- Construction of the Expressway should not give a green light to further development where it has a junction with the A34. For this reason, the Lodge Hill option should be rejected.

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