

**From:** Bruno Delacave [REDACTED]  
**Sent:** 24 November 2017 13:57  
**To:** Planning Policy Vale  
**Subject:** Vale local plan Part 2

Dear Sir/Madam

I understand the need for some additional housing, and it makes sense to include the Dalton barrack site in LPP2.

However, as a result of this, some key issues arise which make the plan, in my opinion, unsound as it currently stands and forces me to object to it.

My comments are:

1. the park & ride at Abingdon North is in the wrong place. It should be at the Abingdon South junction (A34/A415) to connect with traffic from Shippon, Harwell, Marcham and Abingdon and can then extend the X3 bus. At Abingdon North it will have a severely detrimental impact on green belt land.
2. the cycleways and bus route planned across Sunningwell parish land are not required and must not be safeguarded and therefore removed from any plans. They also have a seriously detrimental impact on the green belt which is to be avoided.
3. if Dalton barracks goes ahead then I suggest a much improved bus service 4/4b to assist with limiting car movements for the new occupiers of the site.
4. where is the plan for a mixed economy development within the Dalton Barrack site - shop, school, small industrial units/offices, church, etc so as to limit the sense of having to travel elsewhere for work & leisure.
5. The A34 remains noisy, polluting, over-crowded and accident prone. Where is the plan for 4metre high earth bunds either side capped by noise cancelling barriers; 50mph speed reduction from Abingdon South all the way to North Oxford; intelligent road systems to reduce congestion?

Regards

**Bruno Delacave**  
[REDACTED]