

---

# **VALE OF WHITE HORSE**

## **LOCAL PLAN PART 2 EXAMINATION**

---

### **MATTER 4: ABINGDON AND OXFORD FRINGE SUB-AREA**

---

**For CEG**

**(Representor ID: 1096815)**

**Ian Gillespie BSc (Hons) MRTPI  
Igloo Planning  
‘The Garage’  
41 Oak Tree Road  
Marlow  
SL7 3ED**

**T 01628 947637**

**E [ian.gillespie@iglooplanning.com](mailto:ian.gillespie@iglooplanning.com)**



## Matter 4 – Abingdon and Oxford Fringe Sub Area

**4.1 Other than Dalton Barracks (Matter 5) are housing allocations listed in Policy 8a the most appropriate when considered against reasonable alternatives in the light of site constraints, infrastructure requirements and potential impacts? Are the estimates of site capacity justified? Are the expected timescales for development realistic? Are the site development template requirements – both general and site specific – justified, consistent with national policy and would they be effective?**

4.1.1 The in-principle concern here is that the Local Plan Part 2 should be allocating sites to meet Oxford’s unmet housing needs. The draft allocations at East Hanney, Kingston Bagpuize with Southmoor and South East Marcham are not in locations that will assist in meeting the unmet housing needs from Oxford City.

**4.2 Are the proposals to safeguard land for (i) a Park and Ride site at Lodge Hill and (ii) a northbound bus lane along the A34 between Lodge Hill and Hinksey justified? Would there be any adverse impacts?**

4.2.1 We support the proposals for a Park and Ride site at Lodge Hill, which will benefit significantly from the planned new slip roads at the A34 Lodge Hill junction. We also support the proposal to safeguard land for a northbound bus lane along the A34 between Lodge Hill and Hinksey Hill.

4.2.2 The strategic allocation at North Abingdon (Local Plan Part 1), as well as any further development on land immediately to the north, is best placed to take full advantage of this new sustainable transport infrastructure, with clear opportunities for future residents to easily walk and cycle to the Park and Ride, with onward journeys via the northbound bus lane.