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**From:** david.miles  
**Sent:** 22 November 2017 17:01  
**To:** Planning Policy Vale  
**Subject:** fw: Vale Local Plan Part 2 Publicity Period Response

Dear Vale of White Horse District Council Planning Policy Group,

This is my response to your request for comments on Part 2 of the Vale Local Plan.

My comments refer to sections 8a/b, 12a and 13a of the Core Policy. On these sections I wholeheartedly agree with the concerns of Sunningwell Parish Council and also of SPADE.

My particular concerns are as follows:

1. 8a/b – I am not wholly adverse to the Dalton Barracks plans but have some grave concerns about traffic and disruption to surrounding areas such as Shippon and Whitecross, and also where I live in Boars Hill, where the speed and volume of traffic is already very disturbing, particularly as we now have no local buses at all.
2. 8a/b & 12a – Please reconsider siting the Lodge Hill Park and Ride to the A34/A415 junction as an integral part of the site allocation and master planning process. This would, in my opinion, create the best sustainability outcomes for the greatest number of potential users. There, it can be a transport hub for South bound journeys to Milton Park and Harwell, East to Abingdon and North to Oxford. Central and North Abingdon are already well served by the premium X3 bus service so moving the P&R to Marcham is not detrimental overall.
3. 13a - In my opinion the Green Belt should be given much more serious consideration than appears at present. Once it's gone, it's gone.  
The Bus and Cycleways as shown cause severe detriment to the Green belt. The road surfaces, fencing, lighting (and bus gates or equivalent to prevent unauthorised use) are inappropriate and intrusive on a ridge feature designated as Green Belt.  
The most recent study of the Green Belt, commissioned by the Vale, notes that parcels of land "form part of the footslopes to Boars Hill. Both Parcels are rural in character and are characteristic of the 'Abingdon to Kennington Limestone Ridge with Woodland' local Character Area. The Parcels form the rural setting to the village of Sunningwell. Both Parcels also contain numerous rights of way, which provide rural connections between local settlement and the wider landscape. There are open views of the land within Parcels 8 and 9 from these rights of way. Both Parcels have high landscape sensitivity and high visibility and neither is suitable for development in landscape and visual terms". The report goes on to state that both have "a high contribution to at least one of the Green Belt Purposes. None of the Parcels are suitable for development in landscape

and visual terms and development within any of these Parcels would harm the openness and integrity of the Green Belt.”

4. 12a – In my opinion the safeguarding proposals for both the Park and Ride and associated public transport links as shown are premature, unnecessary, ill-conceived and illogical because:

a. There is uncertainty of future development of the Dalton Barracks site beyond 2031 and uncertainty of the long term appropriateness of the OCC Local Transport Plan which proposes the “remote Park and Ride Strategy,” including Lodge Hill due to the potential impacts of the OxCam Expressway proposals. If a south of Oxford expressway is created, with the intention and effect of freeing up the ring road, the current Park and Rides will continue to be viable and the outer P&Rs may not be necessary.

b. There is existing planning protection due to Green Belt status of the land concerned (Vale as planning authority can prevent all development on the safeguarded land so it’s unnecessary)

c. There is an absence of funding for the outer Park and Ride sites

d. I believe there is an absence of full funding for the proposed A34 bus lane

e. I believe there is an absence of funding for the cycleway/bus lanes in Sunningwell Parish and uncertainty of the route’s commercial viability

f. I am sure that the route will have a detrimental impact on the existing 4/4B service

g. It seems to me that overall the route choices are wrong

h. In my opinion there has been a failure to engage with landowners and the local community, and a failure to examine viable alternative options which could include:

i. further enhancements to the existing service bus provision

ii. routing dedicated “hopper” buses by the existing road network allowing sustainable access to the Park and Ride for a larger population

iii. alternative safeguarding of routes that would provide segregated cycleway provision along the Wootton Road and increased access by foot and cycle from the enormous North Abingdon site allocation.

**Consequently, I object to the safeguarding of land in Sunningwell Parish for bus and cycleways and the Park and Ride because is unsound. They should be removed from the plan and any future plans should not be brought forward without comprehensive engagement with the local community and landowners.**

Sincerely,

