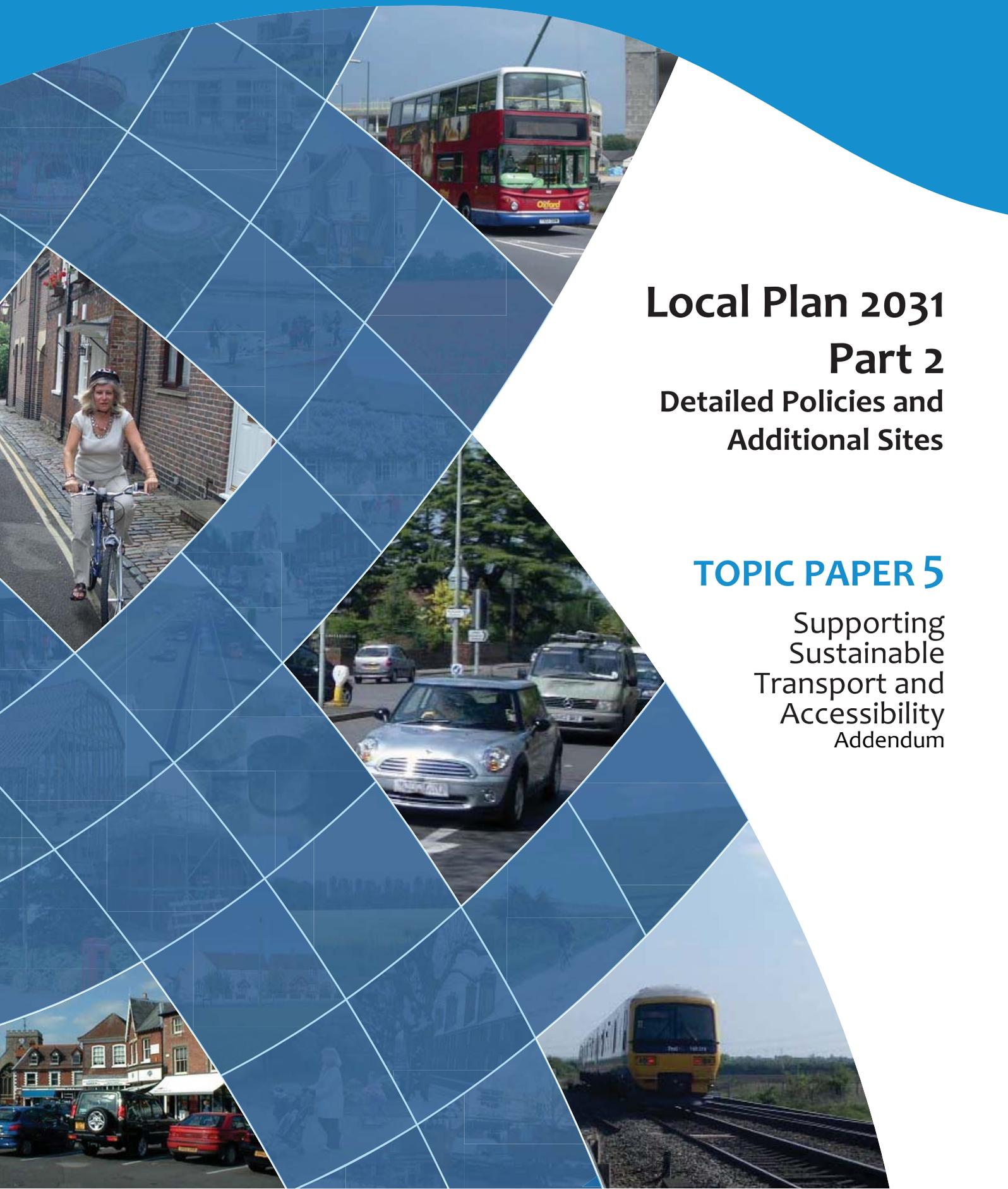




**Vale  
of White Horse**  
District Council

Submission Version  
February 2018



# Local Plan 2031

## Part 2

### Detailed Policies and Additional Sites

## TOPIC PAPER 5

Supporting  
Sustainable  
Transport and  
Accessibility  
Addendum

# Transport and Accessibility Topic Paper Addendum

February 2018

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## 1.0 INTRODUCTION

1.1 This topic paper provides an addendum to the Transport and Accessibility Topic Paper published alongside the Publication Version of the Local Plan 2031 Part 2: Detailed Policies and Additional Sites (referred to as the Part 2 plan). The topic paper explains how the Council has formulated its policies in relation to the Supporting Sustainable Transport and Accessibility theme. This addendum provides an update to that topic paper, in particular:

- **Evidence:** summarises any updates to the transport evidence since the Publication Version Stage (Regulation 19) of preparing the Part 2 plan
- **Policy Context:** outlines relevant changes in policy since preparing the Publication Version (Regulation 19) of the Part 2 plan
- **Summary of Consultation:** provides a summary of the responses received to the Publication Version stage (Regulation 19) of preparing the Part 2 plan
- **Proposed Additional Modifications:** highlights proposed modifications to the Part 2 plan

1.2 This paper should be read alongside the Transport and Accessibility Topic Paper published in October 2017.

## 2.0 EVIDENCE

2.1 A range of evidence base studies have informed the Part 2 plan. These studies, listed below, are discussed in more detail in the Publication Topic paper<sup>1</sup> and have helped shape the policies within the plan:

- Evaluation of Transport Impacts (ETI)<sup>2</sup>
- Sustainable Transport Study for the Abingdon to Oxford Corridor<sup>3</sup>

### ***Evaluation of Transport Impacts (ETI)***

2.2 The Evaluation of Transport Impacts (ETI) for both Local Plan 2031 Part 1 and Part 2 has modelled the highway performance in 2031 using the county council's Oxfordshire Strategic Model (OSM). The work has been carried out by consultants Atkins Transportation, in partnership with Oxfordshire County Council.

2.3 Further work has been undertaken in partnership with the county council and South Oxfordshire District Council since the Publication of the Part 2 plan. This work has been focussed on understanding the cumulative impact of growth across both the Vale of White Horse and South Oxfordshire district areas.

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<sup>1</sup> Supporting Sustainable Transport and Access Topic Paper available at:

<http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-plan-2031-part-2>

<sup>2</sup> Evaluation of Transport Impacts available at:

[http://www.whitehorsedc.gov.uk/java/support/dynamic\\_serve.jsp?ID=826973201&CODE=09A96F69F6C0B9FD198CECEC77C4AF5D](http://www.whitehorsedc.gov.uk/java/support/dynamic_serve.jsp?ID=826973201&CODE=09A96F69F6C0B9FD198CECEC77C4AF5D)

<sup>3</sup> Sustainable Transport Study for the Abingdon to Oxford Corridor available at:

[http://www.whitehorsedc.gov.uk/java/support/dynamic\\_serve.jsp?ID=826973323&CODE=BE90865D5CE713D55B8FFEC665DF94A6](http://www.whitehorsedc.gov.uk/java/support/dynamic_serve.jsp?ID=826973323&CODE=BE90865D5CE713D55B8FFEC665DF94A6)

- 2.4 The cumulative impact testing has yet to formally conclude. However initial indications are that the forecast change in traffic delay across the Vale of White Horse network as a whole is relatively marginal when the joint growth scenario is compared to the Do Minimum scenario<sup>4</sup> for 2031. The impact of including planned mitigation under the scenario which models both South and Vale growth is a reduction in the delay across the Vale network as a whole.
- 2.5 These early results should be treated with some caution and on-going partnership work will continue between the County Council, District Council and other partners to further analyse the implications of the ETI cumulative impacts for the Vale of White Horse, including analysis of key junctions and road corridors.

### ***Dalton Barracks and Harwell Campus Supplementary Planning Documents***

- 2.6 Since the Publication Version stage of the plan, work has commenced on developing Comprehensive Development Frameworks for both the Dalton Barracks and Harwell Campus site allocations, in the form of Supplementary Planning Documents (SPDs). This is in line with the requirements set out in Core Policy 8b: Dalton Barracks Comprehensive Development Framework and Core Policy 15b: Harwell Campus Comprehensive Development Framework.
- 2.7 The SPDs for both sites will detail the movement routes that will be required for vehicular, cycle and pedestrian users to ensure adequate connectivity across the development sites and connections to the wider area.
- 2.8 For Dalton Barracks there is a clear opportunity to develop a highly sustainable site which follows Garden Village principles and builds upon a good existing public transport service and provides high quality walking and cycling links to key destinations, both on and off site.
- 2.9 The Dalton Barracks site offers the ability to enhance an already positive spatial relationship to Oxford by exploiting its location in close proximity to two county council proposed Park & Ride sites and a proposed Rapid Transit Line (Rapid Transit Line 3 – Hollow Way to Lodge Hill and Sandford-on-Thames), as identified in Oxfordshire's Local Transport Plan and the Oxfordshire Infrastructure Strategy (OxIS).
- 2.10 It is anticipated that appropriate transport infrastructure will be in place to support the delivery of the 1,200 dwellings allocated at Dalton Barracks in the Part 2 plan, with further infrastructure to encourage sustainable travel being delivered as part of the wider allocation of potentially in excess of 4,000 dwellings beyond the plan period.
- 2.11 For Harwell Campus it will be important for the site to connect with other science hubs within the Science Vale. Sustainable modes of travel both within the Campus and to off-site locations should be facilitated with appropriate infrastructure.

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<sup>4</sup> The Do Minimum scenario includes homes delivered in both South Oxfordshire and the Vale of White Horse since 2013, committed development for the Vale and South Oxfordshire (homes with planning approval) and growth plans in surrounding districts.

- 2.12 The SPDs for both sites will continue to develop alongside the Submission and Examination of the Part 2 plan and will be adopted by the council in due course.

### ***Microsimulation model for Dalton Barracks / Abingdon***

- 2.13 In order to consider the impact of growth on the Abingdon area, the developers of the Dalton Barracks site have indicated an intention to build a microsimulation model which will cover the area surrounding the site allocation and part of Abingdon.
- 2.14 This will help to inform the work being undertaken for the Dalton Barracks SPD and also improve understanding of the impact of growth on the Abingdon network, in part responding to concerns raised by the County Council that their Oxfordshire Strategic Model (OSM) is not fully representing traffic conditions in the Abingdon area.

## **3.0 POLICY CONTEXT**

### ***The Oxfordshire Housing and Growth Deal***

- 3.1 Since the Publication Version of the Part 2 plan the Chancellor and the Secretary of State for Communities and Local Government have announced that Oxfordshire will receive up to £215mn of funding in order to support the ambition to deliver 100,000 new homes in the county by 2031. £150mn of the funding will specifically be made available to support the delivery of infrastructure.
- 3.2 The Vale of White Horse District Council agreed to the Oxfordshire Housing and Growth Deal on 14 February 2018<sup>5</sup>.
- 3.3 In addition to the Growth Deal it was announced in February 2018 that the Vale has been successful in securing £7.7mn of funding from the Marginal Viability element of the Housing Infrastructure Fund (HIF). This funding will support the delivery of the Wantage Eastern Link Road and is demonstrable evidence of the joint working between the authorities to secure funding for transport infrastructure.

### ***Oxford to Cambridge Expressway***

- 3.4 Since the Publication Version stage of the Part 2 plan Government reinforced its commitment to an Oxford to Cambridge Expressway in the Autumn Budget 2017. The council will continue to engage in the process to ensure that matters of relevance to the district are considered appropriately as the scheme moves forward to corridor selection.
- 3.5 It is currently expected that construction would commence at the end of the next Road Investment Strategy period (RIS2, 2020-25), which falls within this Local Plan period.

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<sup>5</sup> Report to the Vale of White Horse District Council on the Oxfordshire Housing and Growth Deal for Oxfordshire (February 2018) is available at:

<http://democratic.whitehorsedc.gov.uk/mglIssueHistoryHome.aspx?lId=27019>

## 4.0 SUMMARY OF CONSULTATION

- 4.1 There have been two formal stages of consultation that have informed preparation of the Part 2 plan. These are:
- Preferred Options Consultation (Regulation 18) (March – May 2017)
  - Publication Version Publicity Period (Regulation 19) (October – November 2017)
- 4.2 Throughout the production of the Part 2 plan, the council has also consulted informally with key stakeholders. A summary of these processes is set out within the Publication Transport and Accessibility Topic Paper. The formal stages of consultation are summarised by the Consultation Statements published for the Preferred Options and Publication Version stages.
- 4.3 This paper provides a summary of the Publication Version stage of the process, as set out in **Appendix A**.
- 4.4 A full summary of responses received relating to the transport and accessibility policies can be found within Appendix 3 of the Consultation Statement<sup>6</sup>.

## 5.0 PROPOSED ADDITIONAL MODIFICATIONS

- 5.1 Responses received through the Publication Version stage have helped to identify a number of proposed Additional Modifications to the plan, which are set out within the Proposed Additional Modifications Schedule<sup>7</sup>.
- 5.2 There are four proposed modifications that relate to this topic area. These are AM2, AM5, AM8, AM9 and AM27. These are stated within the Schedule of Proposed Additional Modifications and have been submitted alongside the Part 2 plan to the Secretary of State. Where relevant, these are referred to also in **Appendix A**.

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<sup>6</sup> The Consultation Statement that supports the submission of the Part 2 plan is available to view and access at <http://www.whitehorsedc.gov.uk/services-and-advice/planning-andbuilding/planning-policy/local-plan-2031-part-2>

<sup>7</sup> The Proposed Additional Modifications Schedule submitted alongside the Publication Version of the plan is available to view and access at: <http://www.whitehorsedc.gov.uk/services-and-advice/planning-andbuilding/planning-policy/local-plan-2031-part-2>

**Appendix A:**

**Table 1.1: Summary of consultation responses related to Transport and Accessibility (Core Policies) received at Regulation 19 Stage**

Policy	Summary	Council Response
Core Policy 12a: Safeguarding of Land for Strategic Highway Improvements within the Abingdon and Oxford Fringe Sub-Area	<p>A number of comments have been received which object to the proposed safeguarding of the Park and Ride sites at Lodge Hill and Cumnor.</p> <p>There were also a number of comments raising concern over the safeguarding of the Marcham Bypass and the bus lane on the A34.</p>	<p>The Council have been asked by the County Council to safeguard land within the district for a number of different purposes including for park and rides and bypasses. The Council are working with the County and considers these safeguarded routes to be consistent with National Policy.</p>
Core Policy 18a: Safeguarding of Land for Strategic Highway Improvements within the South-East Vale Sub-Area	<p>A significant amount of comments have been received over the safeguarding for a dedicated access to/from the A34 to Milton Park. There is concern over the inclusion of two holes on the golf course nearby within the safeguarded areas.</p> <p>There is also objection to the safeguarding of land for the Thames Crossing.</p>	<p>The Council proposes a modification to remove the two holes of Drayton Park Golf Club from the safeguarded land.</p> <p>The principle of safeguarding land within Vale of White Horse District for the Thames River Crossing has already been agreed through the existing safeguarded land set out in Core Policy 18 of the adopted Local Plan 2031 Part 1.</p>
Core Policy 19a: Re-opening of Grove Station	<p>There are a number of comments objecting to the land safeguarded for the reopening of Grove Railway Station.</p> <p>The Environment Agency raises concern that some of the land safeguarded is within areas of Flood Zone 2 and 3.</p>	<p>The safeguarding of land to support the future re-opening of Grove Railway Station remains an ambition of the council.</p> <p>The council have worked with the Environment Agency on the concerns raised and have agreed through a statement of common ground that an additional modification to the supporting text of Core Policy 19a would address their concerns.</p>

**Table 1.2: Summary of consultation responses related to Transport and Accessibility (Development Policies) received at Regulation 19 Stage**

Policy	Summary	Council Response
Development Policy 16: Access	<p>A couple of comments have been received regarding this policy. One comment suggests that the policy should be strengthened and proposed wording is suggested. Another comment suggests that the policy is seen to be redundant as a number of core policies within LPP1 cover access.</p> <p>There is some support for this policy.</p>	<p>The Council considers that the policy is sufficient and does not require strengthening. It provides sufficient detail to support the relevant Core Policies in the Part 1 Plan.</p> <p>Comments of support are welcomed.</p>
Development Policy 17: Transport Assessments and Travel Plans	<p>Some comments highlight that the policy is unsound and not consistent with national policy. The policy is seen to be redundant as Core Policy 35 within LPP1 covers this requirement.</p> <p>Comments noted that insufficient regard is given to the ways in which enhanced services for new developments might work to the detriment of services in existing settlements.</p> <p>There is support for this policy.</p>	<p>Work will be ongoing to ensure that allocated sites are adequately served by public transport, to ensure that the potential for sustainable transport can be maximised. This will include consideration of how any new services work with services for existing settlements.</p> <p>The Council considers that the policy provides additional detail to support relevant policies in the Part 1 Local Plan and is consistent with national policy and guidance.</p> <p>Comments of support are welcomed.</p>
Development Policy 18: Public Car Parking in Settlements	<p>Some comments suggest that the policy needs to be amended to ensure appropriate car parking is provided within and on the edge of town centres and market towns. One comment suggests that any change of use of buildings should contribute to public parking provision.</p>	<p>All applications will be considered and determined alongside the Vale of White Horse Design Guide SPD, Oxfordshire County Council Parking Standards and the Local Plan, read as a whole.</p>
Development Policy 19: Lorries and Roadside Services	<p>A number of comments have been received regarding this policy. Some state that the policy is unsound. A comment states that the Milton interchange is an inappropriate location for additional service facilities and another proposes an alternative site at Chilton. A comment states that this is against the Didcot Garden Town Principles and that there has been no cooperation with neighbouring landowners.</p>	<p>The Council considers that Policy DP19: Lorries and Roadside Services is sufficiently flexible and robust, and doesn't prevent additional uses or service sites coming forward if in line with other policies. The amendments made for the Publication Version of the Part 2 plan were specifically to meet the needs for</p>

<b>Policy</b>	<b>Summary</b>	<b>Council Response</b>
	There is support for this policy.	roadside services and lorry use. The use of the remainder of the site has already been established through planning permissions.



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