

---

**From:** Robert Evans  
**Sent:** 18 November 2017 17:31  
**To:** Planning Policy Vale  
**Cc:** SPADE  
**Subject:** Vale Local Plan Part 2, Core Policies 8a/b, 12a and 13a

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

## Vale Local Plan Part 2 Core Policies 8a/b, 12a and 13a

We write to object to the above aspects of the latest version of the VWH Local Plan.

1/ We are firstly appalled that these new proposals should be released with next to no time for public consultation and in such an incoherent state. Evidently they are hasty and ill-considered responses to meet some kind of deadline. But they are not even up to date, since they don't recognize the fundamental unsoundness of all the Vale's plans for future housing need, in light of the latest official calculations,

2/ We object to the siting of a park-and-ride [P&R] facility in the Green Belt at Lodge Hill. Besides its infringement of the vulnerable strip of surviving countryside between Oxford and Abingdon, this will not yield any advantages over the existing (and still only part-utilized) park at Redbridge. If Abingdon needs a P&R in the future, then it should be located at the Marcham end of town, to serve the prospective needs of extra traffic from houses on the Dalton Barracks site.

3/ We object to the ill-considered and unsound proposal for safeguarding of land for bus and cycle routes across the heart of Sunningwell parish. This would likewise be hugely damaging to the Green Belt and to local environmental amenity. This is open country valued not just by those who live in or near it, but by those who visit it and look across to it from nearby hillsides. It is also, of course, like the rest of our Green Belt, a vital resource for our terminally threatened local wildlife. Some new rights of way may be welcome (across the existing A34 footbridge at Tilsley Park, for example), and they can be made available to cyclists; but the needs and safety of walkers, and the preservation of our countryside, must be paramount. Travel requirements generated by future housing at Dalton Barracks should be met with public transport on the present Abingdon-to-Wootton axis and by adjacent P&R provision.

4/ We have read the submissions to you from SPADE, from Sunningwell PC, and from CPRE. They have laboured at short notice to expose the unsoundness of your latest plans very clearly and persuasively, and we fully identify ourselves with their objections.

Bob and Kati Evans

