

Comment

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Event Name	Vale of White Horse Local Plan 2031 Part One - Publication
Comment by	Mr Toby Wright
Comment ID	LPPub682
Response Date	17/12/14 14:36
Consultation Point	Core Policy 3: Settlement Hierarchy (View)
Status	Submitted
Submission Type	Web
Version	0.1

Q1 Do you consider the Local Plan is Legally Compliant? Yes

Q2 Do you consider the Local Plan is Sound (positively prepared, effective and Justified) No

If your comment(s) relate to a specific site within a core policy please select this from the drop down list. North of Abingdon-on-Thames

If you think your comment relates to the DtC, this is about how we have worked with the Duty to Cooperate bodies (such as neighbouring planning authorities)

Q3 Do you consider the Local Plan complies with the Duty to Co-operate? Yes

Q4 Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

Core Policy 3: Settlement Hierarchy **Market Towns** Market Towns are defined as settlements that have the ability to support the most sustainable patterns of living within the Vale through their current levels of facilities, services and employment opportunities.

UN SOUND the proposed development is next to a market town, since it will then form part of Abingdon, in itself a market town. But the development will be on green belt land, which is unacceptable and is in an area that is already heavily congested, bounded by the A34 and Dunmore Road. Residents of this new estate will be forced to drive to their place of employment, further adding to the congestion. At present I find it difficult to pull out of Boulter Drive in the morning due to traffic levels, and then face long delays at the Wootton roundabout, which has been made far worse by recent road layout changes. The nearest employment for this development is Radley Road Industrial Estate, some 3km away, and which is already at capacity, so no room for further units there. The next closest areas for employment are Culham, 5.8km, Milton Park 12.4km, Harwell 16.4km or Oxford 8.9km. In each case the roads to these areas are already heavily congested, adding an additional 1200 cars to these destinations can only cause gridlock. Since all of these places are neither near Abingdon, nor served by bus, cycle lanes, and hence involve a congested commute, why build these houses in Abingdon at all? Surely they should be nearer the places of employment.

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.

Q6 If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination? No - I do not wish to participate at the oral examination