

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Local Plan does this representation relate?

Paragraph Policy Proposals Map

4. Do you consider the Local Plan is :

4.(1) Legally compliant	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
4.(2) Sound (Positively Prepared, Effective and Justified)	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
4 (3) Complies with the Duty to co-operate	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>

Please mark as appropriate.

5. 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.

Roads- Countrywide. "Oxfordshire currently suffers from capacity issues exacerbated by in-commuting. These, in turn, create constraints to economic productivity and growth in the county. The A34 and A40, in the heart of Oxfordshire, suffer from poor journey times that will prove a significant constraint as the economy grows. ... The A34 is at capacity and suffers from severe journey time reliability problems which, in turn, cause major delays to users. ... Businesses cite the A34 and A40) as having a significant impact on business as is identified as the key piece of infrastructure restricting innovative growth.

Roads – Local. The A417 passes through Harwell village, with 10% of its housing having entrances directly or indirectly into the highway. Although modelling doesn't specifically cover the stretch of the A417 within the village, there is no reason to suppose that this section is also not operating at or above operational capacity.

The Plan evidence base summarises the key highway issues as:

- A34 operating at or above operational capacity in both directions between Milton and Botley in the morning and evening peak.
- A417 operating at or above operational capacity between Wantage and Featherbed Lane in the morning and evening peaks.
- A420 operating at or above operational capacity in both directions near Buckland and in short sections near Cumnor and Fyfiels in the morning and evening peaks.
- A4130 operating at capacity approaching the A34 Milton interchange.
- A415 operating at or above operational capacity between Kingston Bagpuize and Frilford, with particular problems at Frilford junctions with the A338 between Marcham and the A338.

The study looks at possible solutions but still concludes, "In summary, it can be seen that the main east-west and north-south corridors across the Vale have instances where sections of the routes are forecast to be operating at or above capacity.

Rail – There are already inadequate rail services for commuting to London. One of the reasons for imposing growth on the county is to meet growth spilling from London. This will hence increase pressure to commute back into London. The lack of a station at Wantage and inadequate parking at Didcot exacerbates the situation.

Hospitals: No traffic modelling has been carried out to demonstrate that residents will have timely access to hospital for routine and emergency cases.

Sewage – The main village sewer is at capacity in Harwell village and the sewage level in GWP is already above the operational capacity. Increased housing and business use will exacerbate this problem and no attempt has been made to address the situation within the Plan's pages.

External influences. No consideration has been given in the Plan to the effects of developments in other parts of the country which would have and impact on services within the Vale. An increase in manufacturing capacity in the West Midlands, for example, would add pressure on the traffic on the A34 to the south ports.

6. Please set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound, having regard to the test you have identified at 5 above where this relates to soundness. (NB Please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Reduce the housing allocations to a level at which they can be demonstrated operate effectively within the existing and proposed infrastructure levels.

Provide an assessment of the potential effects of developments in housing and business in areas outside the Vale on the infrastructure needs of the area.

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.

7. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination?

X

No, I do not wish to participate at the oral examination

Yes, I wish to participate at the oral examination

8. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

Signature:

Date:

18/12/14