



Vale of White Horse Local Plan Part One: Strategic Sites and Policies Publication Stage Representation Form

Ref:

(For official
use only)

Name of the Local Plan to which this representation relates:

Vale of White Horse Local Plan

Response form for the Vale of White Horse strategic planning policy document, the Local Plan Part one. Please return to Planning Policy, Vale of White Horse District Council, Benson Lane, Crowmarsh, Wallingford, OX10 8ED or email planning.policy@whitehorsedc.gov.uk no later than Friday 19 December 2014 by 4.30 pm precisely.

This form has two parts –

Part A – Personal Details

Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.

Part A

1. Personal Details*

**If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in 2.*

2. Agent's Details (if applicable)

Title	Mr	
First Name	Keith	
Last Name	Mintern	
Job Title (where relevant)		
Organisation (where relevant)		
Address Line 1	71 Crafts End	
Line 2	Chilton	
Line 3	Didcot	
Line 4	Oxon	
Post Code	OX11 0SB	
Telephone Number		
E-mail Address (where relevant)		

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	6.69	Policy	Core Policy 34: A34 Strategy	Proposals Map	
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4. Do you consider the Local Plan is :

4.(1) Legally compliant	Yes	X	No	
4.(2) Sound (Positively Prepared, Effective and Justified)	Yes		No	X
4 (3) Complies with the Duty to co-operate	Yes	X	No	

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.

Paragraph 6.69: "The baseline statement examined a number of possible improvements to the A34 and its immediate feeder routes. It also identified that it was likely that by 2030, congestion along the route would take place more frequently, and that instances of network congestion outside of peak hours

would increase and that they may occur at any time of the day including weekends. The Statement suggested that congestion may occur through most weekdays and at weekend peak periods.”

The A34 has already been identified as a barrier to growth for the Science Vale. The SQW report states that Begbroke and Oxford will compete for the same business as Harwell Oxford Campus, and that the A34 is a major barrier to growth:

(SOURCE: http://www.sqw.co.uk/files/2613/8690/7243/Oxford_engine.pdf)

The URS Strategic Analysis of the Vale of White Horse Local Plan to 2031 Part 1 states: ” **There is a likelihood that residents in new housing areas at Harwell Oxford Campus would access employment opportunities further afield. This has the potential to increase traffic on the A34 which is already known to be congested and operating over its designed capacity in peak periods.**” (SOURCE: URS, SA of the Vale of White Horse Local Plan to 2031, Appendix 14, SA3)

In addition, the increased traffic on the A34 poses further threats to the tranquillity of the AONB. SA 9 of the URS Strategic Analysis states, with regards to the proposed sites at the Harwell Oxford Campus “The site is adjacent to the A34 which could lead to increased traffic (and associate air, noise and light pollution), as well as amenity effects for residents nearest the road. **The site is in a sensitive location within the AONB which could have significant negative effects in terms of tranquillity of the AONB.** Relevant Core Policies 29 (Promoting Sustainable Transport and Accessibility) and 33 (Natural Resources) would apply to reduce the significance of pollution impacts; **however given the sensitivity of the AONB this is likely to remain a significant adverse effect.**” (SOURCE: URS, SA of the Vale of White Horse Local Plan to 2031, Appendix 11)

The “Science Transit and bus Study” for dedicated bus routes from Didcot to Harwell have confirmed that Section 4.2, page 15:

“The following additional locations are also expected to experience regular traffic congestion in future years, as residential and employment growth takes place across the Science Vale:

v. Hagbourne Hill, northbound approaching the A417 London Road, and southbound approaching the Chilton Interchange (A34/A4185);

vi. A4185 Newbury Road, southbound from the Harwell Campus to the Chilton Interchange and the bridge across the A34 at the Chilton Interchange”.

These impacts are significant as the ONLY access Chilton residents have to their village is from the access roads adjoining the A4185 at the Chilton Interchange.

Given that the A34 has been identified as a major barrier to economic growth, and that there is a likelihood that development at the Harwell Oxford Campus would add to traffic issues on the A34, it would appear premature to proceed with large strategic housing allocations within the protected landscape of the North Wessex Downs AONB until (a) there is a proven track record of economic growth in the area (b) issues surrounding capacity on the A34 have been addressed and (c) it has been proven that housing must be located in this area with a full analysis as required by the NPPF paragraphs 115 and 116.

As a result, the Local Plan is unsound.

(continue on a separate sheet/expand box if necessary)

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.

Given the speculative job growth within the Science Vale, and the transport issues surrounding the A34 and the barrier that congestion poses to economic growth in the Science Vale, it would appear to be premature to proceed with the largest strategic housing allocations on greenfield sites within the legally protected landscape of the North Wessex Downs AONB until such times as economic growth in the Science Vale is established and transport issues have been remedied.

Only by removing the large scale strategic housing allocations at the Harwell Oxford Campus can the VWHDC fully comply with the NPPF paragraphs 115 and 116, and the CROW Act 2000 Section 85.

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?

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

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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:

11/12/14