

## Comment

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Event Name	Vale of White Horse Local Plan 2031 Part One - Publication
Comment by	Mrs Vivienne Illingworth
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Response Date	17/12/14 20:27
Consultation Point	Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area continued from previous page ( <a href="#">View</a> )
Status	Submitted
Submission Type	Web
Version	0.2
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

**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.**

The CIL and other funding from the developer will not be enough to fund the infrastructure that will be needed. In North Abingdon, it will not fund the alterations that will be needed to (what is now) the Abingdon ring road (i.e. Dunmore Road and Twelve Acre Drive) in order to integrate the new development into the town. (Pedestrian crossings and roundabouts at junctions will be necessary to prevent severance of the site). The *Infrastructure Delivery Plan Appendix 1* that the 'possible' (I don't like that word) improvements to Dunmore Road will be funded by the 'developer/OCC but I think that the developer's bit will be the 'site specific' works. It can be questioned how OCC would be able to

find the money for this given its huge funding cuts which look likely to continue for some years given the requirement to reduce the national deficit.

Developer funding will also not be enough to fund the south facing slips roads on the A34 Lodge Hill junction that will be absolutely essential in order to replace the existing ring road once it has become a residential road. The *Infrastructure Delivery Plan Appendix 1* says that the Lodge Hill interchange, costing 13 million will be funded by the developer AND by the LEP. At a public meeting on this consultation, the leader of the council said that agreement with the LEP had not been reached. Even if it is reached, there is no guarantee that the LEP (which is much less accountable than a Local Authority) will actually provide the money, and it is even possible that a future government could abolish the LEP. (EZs have been abolished in the past)

**Q5 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 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.**

The N. Abingdon site should be removed from the plan on this and other grounds outlined elsewhere in this response. If the land is not removed, then the CIL and other developer contributions need to be set very much higher so that it covers the full 13 million for the interchange plus extra for alterations to Dunmore Road.