

Clifton Hampden and Burcot Parish Council

Response to Vale of White Horse Consultation on draft Local Plan Part One 2031

Clifton Hampden and Burcot Parish Council object to the draft Local Plan Part One 2031 believing areas of the plan are unsound. Our concerns are:

Core Policy 4 and related Core Policies 8 and 13

We endorse the comments put forward by CPRE that the projections for housing growth have not been justified on robust evidence and are therefore unsound.

The council has not adequately tested the proposals put forward by the SHMA for the number of houses proposed for the area, and has a duty to do so when the proposed number of houses put forward by the SHMA is more than two and a half times the Governments official household projections.

Consequently we do not believe there is any justification to remove land from the Green Belt in the Abingdon-on-Thames and Oxford Fringe sub-area to meet these housing needs.

Core Policy 7 and conflict with Core Policy 39

We do not believe the proposed changes to the road infrastructure in the district will be sufficient to meet the scale of growth being proposed during the plan period, nor has the plan adequately addressed the impacts of the development proposals on the immediate areas surrounding the development areas. As such we believe the plan has not been positively prepared and will not be effective.

Insufficient consideration has been given to the impact the proposed growth in the Vale area (in particular the Abingdon-on-Thames and South East Vale) will have on the infrastructure supporting these developments but which fall outside the immediate boundary of the Vale.

For example the Plan does not acknowledge or address increased traffic levels from the South East Vale area on the already heavily congested A415 east of Abingdon and the Culham and Clifton Hampden river crossings which currently facilitate much of the north-south traffic movement from the South East Vale area and Oxford but which lie outside the Vale boundary. The plan only goes so far as to propose safeguarding some land to the east of Appleford to facilitate a new north-south river crossing but does not acknowledge that the Oxford Draft Local Transport Plan 2011-2030 states “it is likely to remain financially impractical to build a new river crossing over the life of this plan”. We would like to see evidence in the Plan how development in the South East Vale on the scale proposed by the council will provide a contribution to this major infrastructure investment from which it will benefit, and how it will mitigate traffic issues in the absence of this infrastructure project being achieved during the life of this plan.

A lack of thought on this matter is demonstrated by the land put forward for safeguarding for this new road link (Appendix E:13). Over half of the land forms part of a Scheduled Monument and therefore would be in direct conflict with Core Policy 39 which states the council will “ensure new development conserves, and where possible enhances, heritage assets”.