



**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	Nicholas	
Last Name	Astley-Cooper	
Job Title (where relevant)	Retired Electrical Engineer	
Organisation (where relevant)	Ex-RAF, Ex Ofcom	
Address Line 1	16 The Orchids	
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Line 3	Didcot	
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Post Code	OX11 0QP	
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E-mail Address (where relevant)	astleycooper@btinternet.com	

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

Paragraph 6.69: The Local Plan is unsound as it seeks to create over 20,000 more houses in South Oxfordshire (that's around 40,000 more cars) without first assessing in depth the further disruptions this will cause to the already heavily

oversubscribed A34 dual carriageway and its feeder roads. It already has the dubious reputation of being the most frequently mentioned non-motorway on UK national traffic broadcasts. The Baseline Statement from the Oxfordshire County Council makes some very general observations about increased congestion by 2030, and seems to rely on the Highways Agency's 'Route-Based Strategy' for possible solutions, although those putative proposals are just tinkering in the margins. What is needed (and if it hasn't already been gathered then why not?) is data relating to vehicle speeds and frequency at key nodes along the A34 and on all the roads that lead onto and from it. From this baseline data it should be possible to model mathematically, the approximate percentage increases in traffic volume and journey times on and around the A34, on weekdays and at weekends, that 40,000 more cars from the various new sites will inevitably create.

At a Public meeting at Milton Hill House on 27 Nov 14, the VWHDC representatives claimed that studies had indicated that the effect of the Plan on the A34 and its surroundings would be 'broadly neutral' but could not offer any evidence or calculations to support this illogical concept. If they were aware also of the many more homes about to be built at Bicester and which will inevitably and significantly add to the volume of traffic on the A34, they didn't mention it.

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.

Bearing in mind the existing, and worsening state of the A34 and its feeder roads, it is premature to proceed with adjacent large scale strategic housing allocations until road traffic implications have been better quantified and viable solutions included within associated infrastructure funding, to be implemented broadly concurrent with any roll-out of new housing.