
VALE OF WHITE HORSE

LOCAL PLAN PART 2 EXAMINATION

MATTER 3: OVERALL HOUSING PROVISION IN THE PLAN AND ITS DISTRIBUTION BETWEEN SUB-AREAS

For CEG

(Representor ID: 1096815)

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Matter 3 – Overall Housing Provision in the Plan and its Distribution between Sub-Areas

- 3.3 Taking the objectively assessed housing needs of the Vale and the unmet needs of Oxford together, is the overall housing provision in the LPP2, its distribution between sub areas and its various components, consistent with the strategy in the LPP1, supported by proportionate evidence and deliverable?**
- 3.3.1 The spatial strategy is clearly defined in the Local Plan Part 1. The spatial strategy seeks to focus housing growth at the Market Towns, Local Service Centres and Larger Villages. Appropriate development at Smaller Villages should be to help meet the local needs of rural communities.
- 3.3.2 We support this broad spatial strategy and agreed at the time of the Local Plan Part 1 Examination that it was the most appropriate spatial strategy, given reasonable alternatives.
- 3.3.3 Core Policy 2 (Local Plan Part 1) provides a commitment to working jointly and proactively with all of the other Oxfordshire authorities to address any unmet housing needs, and confirms that Local Plan Part 2 will allocate sites to contribute towards Oxford’s unmet housing need.
- 3.3.4 The Publication version Local Plan Part 2 reiterates the relationship between Local Plan Part 1 and Part 2 – *‘The Local Plan 2031: Part 1 identified development site allocations and policies to ‘fully’ meet the objectively assessed development and infrastructure requirements for the Vale of White Horse District.’* (page 10, third paragraph). *Further, ‘...the Local Plan 2031: Part 2: Additional Sites and Detailed Policies sets out policies and locations for the new housing to meet the Vale’s proportion of Oxford’s housing need, which cannot be met within the City boundaries.’* (page 10, second paragraph).
- 3.3.5 As set out in our Statement on Matter 2 (Unmet Housing Needs from Oxford), our principal concern is that, as per the stated intention, Local Plan Part 2 should be allocating sites to meet the unmet housing needs arising from Oxford City. Presently, other than allocating Dalton Barracks, Local Plan Part 2 suggests that the remaining unmet need from Oxford City will be accommodated on sites already allocated in Local Plan Part 1 around Abingdon, Radley and Kennington.
- 3.3.6 Dalton Barracks is not as well related to Oxford City as the ‘best suited’ development areas identified in the Oxfordshire Growth Board work. Further, any significant development at Dalton Barracks, adjacent to a Small Village, does not in our view align with the spatial strategy set out in Local Plan Part 1.
- 3.3.7 We are also concerned that the strategy for meeting unmet housing needs from Oxford City is not sufficiently flexible. If the working assumption figure is revised

upwards, or there are delivery issues with Dalton Barracks, there are no alternative sites currently in the Publication version of the Local Plan Part 2 that could 'step in' and help meet the unmet housing needs of Oxford City.

- 3.3.8 To provide the flexibility required, and as intended at the time the Local Plan Part 1 was adopted, the Council should be looking to allocate sites best suited to meeting Oxford City's unmet housing needs in Local Plan Part 2. If there are then any subsequent delivery issues with these sites, the Council could then 'fallback', if needed, on the Local Plan Part 1 sites at Abingdon, Radley and Kennington, which are located in areas suitable for accommodating unmet housing need from Oxford City.
- 3.3.9 To conclude, the spatial strategy and related policies in the Local Plan Part 1 are up to date, having been adopted 18 months ago. Land adjacent to the Market Towns still has the ability to support the most sustainable patterns of living, and development adjacent to Abingdon (in particular the north of Abingdon) provides the best opportunity to deliver further new housing that is accessible to Oxford; accessible to the facilities and services available within Abingdon; and capable of making the best use of planned infrastructure improvements (including the Lodge Hill slips, Lodge Hill Park and Ride, A34 Bus Lane and new local centre and primary school on the North of Abingdon-on-Thames strategic allocation).