

# Vale of White Horse Local Plan 2031 Part 2 Schedule of Proposed Draft Main Modifications Representation Form

**Please return by 5pm on Monday 1 April 2019 to:** Planning Policy, Vale of White Horse District Council, 135 Eastern Avenue, Milton Park, Milton, Abingdon, OX14 4SB or email it to [planning.policy@whitehorsedc.gov.uk](mailto:planning.policy@whitehorsedc.gov.uk)

This form has two parts:

**Part A** – contact details

**Part B** – your comments

## Part A

Are you responding as an: (please tick)

☐

Agent

☐ YES

Business or organisation

☐

Individual

A name and contact details are required for your comments to be considered.

### 1. Personal Details

### 2. Agent Details (if applicable)

Title	<input type="text" value="Mr"/>	<input type="text"/>
Full Name	<input type="text" value="Colin Thomas"/>	<input type="text"/>
Job Title (where relevant)	<input type="text"/>	<input type="text"/>
Organisation	<input type="text" value="Sunningwell Parishioners Against Damage to the Environment (SPADE)"/>	<input type="text"/>
(where relevant) Address Line 1	<input type="text" value=""/>	<input type="text"/>
Address Line 2	<input type="text" value=""/>	<input type="text"/>
Address Line 3	<input type="text"/>	<input type="text"/>
Postal Town	<input type="text" value=""/>	<input type="text"/>
Postcode	<input type="text" value=""/>	<input type="text"/>
Telephone Number	<input type="text"/>	<input type="text"/>
Email Address	<input type="text" value=""/>	<input type="text"/>

## Part B – Please use a separate sheet for each representation

The Vale of White Horse Local Plan 2031 Part 2 Schedule of Proposed Draft Main Modifications includes a series of changes to the published Local Plan. These suggested modifications have been recommended by the Planning Inspector and are considered necessary for the plan to be found sound.

The documents below are therefore being consulted on for a period of six weeks:

- Schedule of Proposed Draft Main Modifications
- Schedule of Draft Maps and Figures
- Sustainability Appraisal Report Addendum
- Habitats Regulations Assessment Statement re Proposed Draft Main Modifications
- Additional Air Quality Evidence
- Additional Transport Evidence

Please provide the relevant modification number or document to which your comment relates:

Proposed Modification Number / Document:

MM4 - Core Policy 8b - Dalton Barracks  
Strategic Allocation

Please provide your comments below:

SPADE welcomes some aspects of MM4, specifically: -

1. The deletion of the safeguarding for the public transport / cycle connection between Dalton Barracks and the proposed (unfunded) Park and Ride at Lodge Hill. Following the Inspector's Post Hearing Letters dated 30<sup>th</sup> October and 19<sup>th</sup> Dec 2018 we are pleased that the Vale have belatedly accepted comments that ***"these routes are not justified and should be deleted from the plan."***
2. Deletion of the ***"potential for higher growth in the longer term..."*** in relation to housing numbers at Dalton Barracks in numerous places in the plan.
3. The commitment that ***"Any external lighting scheme must have a minimal impact in terms of light pollution"***.

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MM4 - Amendment to Figure 2.4 P38 Vale of White Horse Local Plan 2031 Part 2

Please provide your comments below:

P13 shows Main Modification MM4: Amendment to Figure 2.4 to reflect extent of Dalton Barracks allocation and deletion of public transport/cycle connection to Park and Ride at Lodge Hill. Amendment to Figure 2.4 to include land safeguarded for upgraded footpath between Abingdon and Shippon.

Its main functions are to delete the “New public transport/cycle connection to Park and Ride” and to reduce the footprint of the amended (reduced) Dalton Barracks site. However, in doing these things, the “Improved bus service to Oxford and Abingdon via Shippon / Dalton Barracks” tag and red line is unamended. As the red line does not now touch the amended Dalton Barracks site and according to the Additional Transport Evidence para 7.14 of the Transport Delivery Report suggests **“it is not unreasonable to rely on existing services, their routes and frequencies”** it seems that the red line and tag are spurious, if not totally misleading, and inappropriate. SPADE proposes that the red line and tag are deleted.

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Please provide the relevant modification number or document to which your comment relates:

Proposed Modification Number / Document:

MM6

Please provide your comments below:

SPADE supports the addition in Para 2.82 for the safeguarding for an upgraded footpath between Shippon and Abingdon-on-Thames.

However, the safeguarding is apparently designed to allow a new accessible bridge over the A34 and potentially the Abingdon perimeter road. SPADE suggests that the Vale consider upgrading this proposed footway to become an off-road cycleway to connect more directly with the cycle facilities along the Abingdon perimeter road that could connect to the proposed Park and Ride at Lodge Hill. If this was done with a further modification of the Pen Lane bridleway a relatively flat route to the Park and Ride would be provided, avoiding the significant incline going up the main Oxford Road towards Lodge Hill.



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Proposed Modification Number / Document:

Transport Delivery Report / CP8b

Please provide your comments below:

SPADE is very disappointed that the Transport Delivery Report prepared by Glanville Consultants did not model the T Junction at the Sunningwell Rd / Wootton Rd Junction (see para 5.1 and Appendix F). This would have identified the quantum of traffic that is expected to drive via Sunningwell Village to the Lodge Hill Diamond interchange, or indeed to the Boars Hill interchange (to the detriment of Sunningwell Parishioners). Bearing in mind that routing to the new junction is likely to be relatively attractive to traffic emerging from the site at the junction of Faringdon Rd / Cholswell Rd this seems to be a significant omission in the report. Whilst the Abingdon North junction will, apparently, in due time, have south facing slips the predominant use of the junction would be northbound potentially facilitating traffic routing towards Oxford. As Table 11 shows 27% of the site traffic distribution will be towards Oxford, it reveals the potential for this routing to create unwelcome “rat running” through a village with limited footpaths, no street lighting and severe constrictions to two-way traffic flow (although it is acknowledged that Sunningwell will potentially benefit from some very minor reduction in traffic traversing the village to access the Marcham Junction southbound slips).

It is noted that the report identifies capacity constraints at the modelled junctions which leads to proposals to investigate mitigations ranging from signalised junctions to the provision of roundabouts. However, as the Sunningwell Rd / Wootton Rd Junction is omitted there appears to be no commitment to similar investigations for this junction.

Vale and/or Glanville Consultants should also note that there is a clear miscalculation in Table 12 of the report (p8) for line Ref 4 AM Peak “With Dev” figure as it is lower than the “Without Dev” figure but shows a positive increase of 13.8%. It is probable that the PM Peak figure have been inserted incorrectly. SPADE notes that if this error is present then what other errors are also present. It hardly inspires confidence.


Revised paragraph 2.61 (formerly 2.60) of the Local Plan identifies details of the Oxford Corridor Transport Study which informed the sustainable transport provision for the site. Para 2.61 states that ***the improvements outlined in the study include the need for enhancements to the frequency of bus routes serving the site to reach ‘turn up and go’, or premium route, standard...*** However, para 7.14 of the Transport Delivery Report suggests ***“it is not unreasonable to rely on existing services, their routes and frequencies.”*** Clearly this situation is clearly in complete conflict with the claims made variously at para 2.59, 2.62 and Core Policy 8b relating to ***“ensuring excellent public transport ..... to Oxford and Abingdon-on-Thames”***. SPADE seeks reconsideration of this aspect of the transport plan.

If indeed ***“excellent public transport”*** is a core requirement of the Vale for this site, as it should be as Vale are promoting it as a Garden Village, SPADE once again requests that the Vale should reconsider, with the County Council, the location of the A34 South Corridor Park and Ride and examine the potential for incorporating it as an integral part of the larger Dalton Barracks site. Access from both the Marcham Junction and the site could be facilitated by the intended “improved access to Dalton Barracks” as shown in amended Figure 2.4 (MM4)

Paras 7.16-7.18 include the concept of provision of a “Shuttle Bus Option.” Whilst it is a potentially beneficial idea, SPADE believes that its provision could adversely affect the current City 4 route. We also note that whilst it is included in the report it is merely cosmetic as there is no commitment to investigate future provision nor implement it.

SPADE believes that the proposed cycle links to Abingdon consisting primarily of 1.5-metre-wide advisory cycle lanes on some of the existing roads, without improved segregation from other traffic, will not increase the proportion of trips by cycle. See our comments on MM6 which may offer a partial alternative or additional option.

Signature:



(this can be electronic)

Date:

05/03/2019

### Sharing your personal details

Your name, contact details and comments will be shared with the Planning Inspector and a Programme Officer, who will act as a point of contact between the Council, Planning Inspector and respondents. This means that you will be contacted by the Programme Officer (and where necessary the Council) with updates on the Local Plan. This is required by Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and Section 20 of the Planning and Compulsory Purchase Act 2004.

We have received assurance that the data passed to the Planning Inspector and Programme Officer will be kept securely and not used for any other purpose. They will retain the data up to six months after the plan has been adopted. Vale of White Horse District Council will hold the data for six years after the plan has been adopted.

Comments submitted by individuals will be published on our website alongside their name only. No other contact details will be published. Comments submitted by businesses and/or organisations will be published on our website, including contact details. If you would like to know more about how we use and store your data, please visit:  
**[www.whitehorsedc.gov.uk/dataprotection](http://www.whitehorsedc.gov.uk/dataprotection)**

### **Future contact preferences**

As explained above, in line with statutory regulations, you will be contacted by the Programme Officer (and where necessary the Council) with relevant updates on the Local Plan. Vale of White Horse and South Oxfordshire District Councils have a shared planning policy database. If you would like to be added to our database to receive updates on other planning policy consultations, please tick the relevant district box(es):

- I would like to be added to the database to receive planning policy updates for Vale of White Horse ☐ YES
- I would also like to be added to the database to receive planning policy updates for South Oxfordshire ☐ YES

**Alternative formats of this form are available on request.** Please email [planning.policy@whitehorsedc.gov.uk](mailto:planning.policy@whitehorsedc.gov.uk) or call 01235 422600 (Text phone users add 18001 before you dial).

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