

Planning Policy,
Vale of White Horse District Council,

40 Alexander Close,
Abingdon, OX14 1XA.
6th December, 2014.

Dear Sir/Madam,

First of all I am not sure that this whole procedure has been correct or even legal! We were told that this was the third and final consultation before submitting to Government. When were the two previous meetings called? We were never advised of these and the display of maps in the basement of Abingdon's Guildhall on Tuesday 11th March at 4-6p.m. hardly counted as consultation nor the evening meeting at Long Furlong Community Hall with the leader of the Town Council on Monday 14th July. The 'final' consultation (public meeting) on Wednesday, 19th November was at 6p.m. - hardly enough time for those getting home from work wishing to attend!

A screen was set up at this last meeting and apparently working but did not show in real detail the areas in Abingdon under consideration in respect of the proposed big housing developments and instead we were expected to look at a small sketch in a leaflet of about four inches which made studying impossible.

Our big concern is the proposed number of houses to be built off Dunmore Road, North Abingdon. Originally we were told the number of dwellings to be 410 with a further 200 towards Wootton. Trying not to be NIMBIES we suggested if 200 of the 410 were to be built to land on Twelve Acre Drive it would help the obvious congestion that would fall to Dunmore Road. However North Abingdon now has 800 houses to be built plus the 200 still making 1000 in total. This to be all on Green Belt Land, some of which across from Alexander Close and Boulter Drive is farmed land. In a rapidly growing population how can we hope to feed these vast numbers if we build on so much farm land! We have been informed that Dunmore Road, part of the peripheral road around North Abingdon constituted a boundary and in so doing kept the town intact as a town and not part of an urban sprawl towards Oxford.

If this enormous number of properties were to be built in North Abingdon the traffic at peak times would be more horrendous than it is at present when to access Dunmore Road at those times is almost impossible now so how much worse would it be with a possible 2000 more cars travelling on it. Apart from widening Dunmore road there would need to be either traffic lights or mini roundabouts at the top of Alexander Close in particular to help drivers get on to Dunmore Road and where would most people be working - probably where the Business Parks and Industry is south of Abingdon! Therefore it makes more sense to build the majority of the housing needed not in North Abingdon at all. We believe land to the south of the town is not regarded as in the Green Belt and as there is already a closed off link road to go north on the A34 near the Drayton Refuse Centre then would it not be more sensible to also add a link road going south onto the A34 in the same area? This I propose would be instead of the suggested diamond junction at Lodge Hill which is mainly for travelling south on the A34. If this access to the A34 south of Abingdon were to be put in place then the traffic congestion coming into Abingdon on the Drayton Road onto the A415 to go south on the A34 would be eased considerably.

General comment
Local Plan 2031
Publication Version

Core Policy 8
North Abingdon

Lastly if the proposed reservoir in Steventon were to happen in the future then having a two way junction onto the A34 south of Abingdon would surely make access for lorries and other heavy traffic which might be needed to do work on the reservoir so much simpler rather than travelling through Abingdon .

I hope the above comments I have made will receive due consideration.

Yours sincerely,

A black rectangular box redacting the signature of P.W. Zimmerman.

P.W. Zimmerman.