

Comment

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Event Name	Vale of White Horse Local Plan 2031 Part One - Publication
Comment by	Dr Keith Newton
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Consultation Point	Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area (View)
Status	Submitted
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Q1 Do you consider the Local Plan is Legally Compliant? Yes

Q2 Do you consider the Local Plan is Sound (positively prepared, effective and Justified) No

If your comment(s) relate to a specific site within a core policy please select this from the drop down list. North of Abingdon-on-Thames

If you think your comment relates to the DtC, this is about how we have worked with the Duty to Cooperate bodies (such as neighbouring planning authorities)

Q3 Do you consider the Local Plan complies with the Duty to Co-operate? Yes

Q4 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.

I believe the plan for North Abingdon is particularly unsound in relation to traffic issues, and would cause very significant additional congestion in Abingdon where congestion is already unacceptable at peak times:

1. Locating new housing to the North of Abingdon while ~70% of the identified job growth is anticipated to the South will generate significant additional traffic along Dunmore Road and Twelve Acre Drive - the proposed mitigation of encouraging cycling and walking is not practical given the distances involved.
2. Additional road access off the Dunmore Road into the new estate, together with any required road crossings, roundabouts or traffic lights will cause huge traffic delays at peak times - on top of the significant daily delays already encountered. This means the Dunmore Road route will no longer be the Abingdon bypass - this role will be diverted to the already vulnerable A34 with its almost daily problems.
3. Significant improvements to deal with the A34 vulnerabilities are necessary before proceeding with any housing development - such as a diamond junction at Lodge Hill, extra lanes etc. Delaying such changes until completion of housing development will cause extreme congestion in Abingdon during lane closures for widening etc.
4. The required modifications to local roads and the A34 appear to far exceed the Community Infrastructure Levy and other sources of funding. The funding for the new A34 interchange at Lodge Hill is to come partly from the LEP, (Infrastructure Delivery Plan Appendix 1) but there is no guarantee that this will be the case in practice.

Q5 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 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.

1. The proposed housing development should be located to the South of Abingdon where 70% of the expected job growth is located, and not in the North.
2. If new housing is to be built in the North in spite of the obvious negative arguments, then funding for the required road improvements should be fully identified and in place beforehand to avoid regular traffic gridlock. The A34 improvements should also be completed before the new housing.