

Comment

Consultee	Dr Christopher Prior (827386)
Email Address	[REDACTED]
Address	59 Appleton Road Cumnor Oxford OX2 9QH
Event Name	Vale of White Horse Local Plan 2031 Part One - Publication
Comment by	Dr Christopher Prior
Comment ID	LPPub313
Response Date	16/12/14 10:21
Consultation Point	Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area (View)
Status	Submitted
Submission Type	Web
Version	0.2

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 West 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? No

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.

My submission refers to the proposals for the village of **Cumnor** , which is not identified as a specific option in the drop-down menu.

Statements made in the document *14_10_24_VoWH Local Plan Part 1 Consultation Statement (Final)* refer to Cumnor as being sustainable as a larger village, having already a 'reasonable range of services and facilities' close to the City of Oxford and has good transport links?. This is an unsound assessment, in part based on false information, and does not take into account the nature of the village. There are only two small shops and a newsagent, providing very basic needs. There is a narrow set of roads through the village, already considered locally to be unsafe at present traffic levels, and certainly unsuitable for increased traffic. There is only one practical route from the core of the village to gain access to Oxford and the A34. The layout of the historic centre prohibits alternative roads or road widening in the village. There are regular buses to Oxford during the day (spasmodic in the evenings) but there is no viable public transport service to any of the areas, such as Harwell Oxford, where jobs are expected to be created. The A34 is heavily overloaded and, without a substantial upgrade (involving extra lanes, for which finance is unlikely), could not sustain the increase in traffic predicted. To encourage the use of cars rather than public transport is contrary to national environmental policy.

There are no medical facilities in the village; residents rely on the Botley centre, which is at full capacity.

Cumnor school has one class per year and is full; attempts to build extra classrooms would face the insurmountable difficulties of access via the narrow roads in the village.

The village is unsuited to an increase in size, even if sufficient funding were available - and it were possible - to improve the local infrastructure

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. A public consultation on the Green Belt.
2. Independent confirmation of the need for such a high level of housing, and proper assessment of the viability of enhancing local infrastructure taking into account the characteristics of individual communities and their population. Can the community withstand such an increase? Is it possible to upgrade roads or build new roads without destroying the nature of our environment? Do the villagers want it and if not, why not? Is this really the best option? Are there alternatives that might impact less on our communities?

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.

Q6 If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination? No - I do not wish to participate at the oral examination