

Comment

Consultee	Mr Charles Pizzey (872576)
Email Address	
Address	29 Hanson Road Abingdon OX14 1YL
Event Name	Vale of White Horse Local Plan 2031 Part One - Publication
Comment by	Mr Charles Pizzey
Comment ID	LPPub947
Response Date	18/12/14 21:41
Consultation Point	Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area (View)
Status	Submitted
Submission Type	Web
Version	0.3
Q1 Do you consider the Local Plan is Legally Compliant?	No
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

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.

The sub-area has access to saturated roads especially the A34, additional housing in North Abingdon will put additional pressure on both the access roads and the A34 itself both for car and bus users. Bus journey times into Oxford have increased significantly in recent years making the option of working in Oxford increasingly challenging.

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.

Building more homes closer to Radley station (Radley / North Kennington) could ease congestion on the roads and reduce the extra traffic that will come if 1000 homes are built in North Abingdon. Journey times are around 5 minutes from Radley to Oxford by train rather than around 45 minutes from Abingdon to Oxford by bus at peak times. This would provide better access to any employment opportunities in Oxford and increase opportunities to commute to Didcot, London etc. The Radley-Oxford train line is a more viable option for commuting to Oxford and efforts to encourage people to use it should be considered. The Policy 5.102 proposing 4 trains per hour stopping on this line to Oxford/London strengthens this argument.

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