Comment

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Consultee	Mr Andrew Liddiard (879523)
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Event Name	Vale of White Horse Local Plan 2031 Part One - Publication
Comment by	Mr Andrew Liddiard
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Response Date	14/01/15 17:12
Consultation Point	Core Policy 20: Spatial Strategy for Western Vale Sub-Area continued from previous page (View)
Status	Submitted
Submission Type	Email
Version	0.4
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.	South Faringdon (Great Coxwell Parish)

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.

Core Policy 20

Support is given for the identification of Faringdon as a Market Town within the settlement hierarchy for the Western Vale Sub Area.

Support is expressed for the principle of the allocating land at South West Faringdon, as identified in Appendix 5, for residential purposes part of which Mr Liddiard owns.

Appendix A

Andrew Liddiard supports the allocation of around 200 dwelling on land to the South West of Faringdon. The allocation is a logical location for growth at Faringdon which does not harm the either setting of Faringdon Conservation Area or (unlike the Gladman proposal) the landscape merits of ?Humpty Dumpty Hill?.

Any new homes would be well related to the existing urban area and the proposed South Faringdon Allocation (Great Coxwell Parish). There would be ready access to the facilities in Faringdon by means other than a private car.

In response to the specific matters raised in Appendix A, the following comments are to be noted by the Council and may give rise to amendments:

1 There is the ability to relocate the overhead power line which crosses part of Mr Liddiard?s land ownership.
2 The provision of access from the adjoining South Faringdon (Great Coxwell Parish) allocation should not be discounted for at least the southern part of the South West Faringdon allocation. Both parcels of land are owned by Mr Liddiard and it would make greater sense for traffic to be directed to Coxwell Road through the scheme known as The Steeds rather than increasing traffic along Highworth Road.
3 Based upon a recently submitted transport assessment, it is now understood that a major upgrade to the A420/Coxwell Road junction may not be required.
4 There is a need for the contribution towards the upgrading of the No. 66 service to be fully justified.
5 The delivery of adequate pedestrian and cycle links from Fernham Road is unrealistic for this allocation. However, the potential for at least part of this allocation to have an access from Coxwell Road through the scheme known as The Steeds should address any concerns.
6 The allocation is a distance away from the A420 and there should be no requirement to consider noise and air quality impacts from this road.
7 The land is and has been in agricultural use, is devoid of any built development and is not a contamination risk exists.
8 It is proposed that new planting should also extend along the allocation?s western boundary to provide a ?soft? edge for the built development of Faringdon.
9 Because of its location and relationship to the lower lying land to the south none of the allocation is susceptible to flooding.