

Comment

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Event Name	Vale of White Horse Local Plan 2031 Part One - Publication
Comment by	Dr Ron Colyer
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Consultation Point	Core Policy 15: Spatial Strategy for South East Vale Sub-Area (View)
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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.	N/A

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.

As far as Shrivenham is concerned, it is clear from even a brief look at the proposed figures for new housing along the A420 corridor, that the village has been targeted as suitable for major expansion while other villages have been left virtually untouched. One reason according to the Plan appears to be 'good access to local employment?', though where this is is a mystery to local residents, many of whom are forced to commute long distances for work. Another, is that 'new residents will help to sustain the services and social life in this rural community?'. In fact, some of the services in the village are already over stretched while there has always been a flourishing social life in the village. So wrong on both these counts! An alternative approach could be that many of the smaller villages in the area

would benefit from new housing which could boost their populations to a level where some of their lost local services could be restored.

A major problem in the area is congestion on the A420, which the plan says may suffer ?capacity problems towards the end the period?. In fact, everyone who lives in the area knows, and a recent independent transport study has confirmed, that the A420 is, at times, already at full capacity, with long queues of slow moving traffic and any further housing developments feeding on to it can only exacerbate this situation. The solution in the Plan to upgrading the A420 appears to be limited to the addition of new roundabouts at Shrivenham and Faringdon. Whilst these will improve access to and from the A420 for residents of these villages they will do nothing to ease congestion along the highway and could, in fact, make things worse by slowing traffic and increasing queueing. The only satisfactory solution to the problems of the A420 would be to make it dual carriageway from Swindon to Oxford but there is no mention of this anywhere in the plan.