



**Vale of White Horse Local Plan Part One:
Strategic Sites and Policies**
Publication Stage Representation Form

Ref:

(For official
use only)

Name of the Local Plan to which this representation relates:

Vale of White Horse Local Plan

Response form for the Vale of White Horse strategic planning policy document., the Local Plan Part one. Please return to Planning Policy, Vale of White Horse District Council, Benson Lane, Crowmarsh, Wallingford, OX10 8ED or email planning.policy@whitehorsedc.gov.uk no later than Friday 19 December 2014 by 4.30 pm precisely.

This form has two parts –

Part A – Personal Details

Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.

Part A

1. Personal Details*

**If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in 2.*

2. Agent's Details (if applicable)

Title

MR

First Name

DAVID

Last Name

BEER

Job Title

(where relevant)

Organisation

(where relevant)

Address Line 1

7 HANSON ROAD

Line 2

ABINGDON

Line 3

OXON

Line 4

Post Code

OX14 1YL

Telephone Number

E-mail Address

(where relevant)

Part B – Please use a separate sheet for each representation

Name or Organisation :DAVID BEER

3. To which part of the Core Strategy does this representation relate?

| | | | | | |
|-----------|------|--------|-----|---------------|------------|
| Paragraph | 1.23 | Policy | CP2 | Proposals Map | 3 page 7,9 |
|-----------|------|--------|-----|---------------|------------|

4. Do you consider the DPD is :

| | | | | |
|--|-----|--------------------------|----|--------------------------|
| 4.(1) Legally compliant | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 4.(2) Sound (Positively Prepared, Effective and Justified) | Yes | <input type="checkbox"/> | No | NO |
| 4 (3) Complies with the Duty to co-operate | | <input type="checkbox"/> | No | <input type="checkbox"/> |

Please mark as appropriate.

5. 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 'objectively assessed need for economic and housing growth' proposes that there will be a very large increase in the number of jobs in the Vale (23,000) and that this will lead to a similarly large increase in the need for housing(20,560).
I believe that many other scenarios are possible. It is almost impossible to accurately predict 17 years into the future with so much certainty.
Other possibilities are that there may be less new jobs than predicted so no need for so much housing. The new developments could be high tech, high investment, but produce few new jobs and so existing residents will need the new jobs.

(continue on a separate sheet/expand box if necessary)

6. 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 at 5 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.

TYPE YOUR VIEWS HERE-

The plan should identify a range of housing needs taking into consideration economic sensitivities that will affect the requirement and should build this up in phases aligned to more certain economic trends.
The housing requirement should specify the quantities of affordable and higher value houses aligned to the different types of jobs that will be created.
The housing developments should be as close as possible to where the jobs will be created to reduce traffic and enable cycling and walking to work.

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.

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7. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination?

NO

No, I do not wish to participate at the oral examination

Yes, I wish to participate at the oral examination

8. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

Signature:



Date:

15 Dec 2014

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph

4.10

Policy

CP4

Proposals Map

3 page 7,9

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes

☐

No

☐

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

☐

No

NO

4 (3) Complies with the Duty to co-operate

☐

No

☐

Please mark as appropriate.

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The figure of 20,560 is unreasonably precise.

The housing forecast is over such a long period that it is likely to be wrong because there are so many variables affecting it. Previous forecasts have been much lower.

It would be more reasonable to plan for five years ahead and then see how things develop. Will there be funding to improve the A34 for example? Why commit to using Green Belt sites so quickly?

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR** VIEWS HERE-

The housing requirement should specify the quantities of affordable and higher value houses aligned to the different types of jobs that will be created.

The housing developments should be as close as possible to where the jobs will be created to reduce traffic and enable cycling and walking to work.

Encroaching into the Green Belt should be absolutely the last resort.
Key infrastructure should be in place before any consideration to new development in North Abingdon.

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Signature:

[Redacted Signature]

Date:

15 Dec 2014

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph 5.39,5.4,5.42,6.82,6.108,6.111

Policy CP13

Proposals Map 3 page 7,9

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes

☐

No

☐

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

☐

No

NO

4 (3) Complies with the Duty to co-operate

☐

No

☐

Please mark as appropriate.

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The Green Belt should be protected in its entirety in the light of its original mandate – not nibbled away at.

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR** VIEWS HERE-

The Green Belt in North Abingdon is a valuable asset soundly set up many years ago to prevent carpeting Abingdon with houses, preventing unreasonable urban sprawl. The whole Green Belt should be kept in place as was originally intended for very good reasons and sound judgement. It should not be built on.

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Date:

15 Dec 2014

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph 2.14,6.82

Policy CP37

Proposals Map 3 page 7,9

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4.(1) Legally compliant

Yes

☐

No

☐

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

☐

No

NO

4 (3) Complies with the Duty to co-operate

☐

No

☐

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Abingdon is an Historic Market Town. Any urban sprawl into Green Belt land would destroy its unique character. The open high land to the north of the town currently forms an attractive gateway. The proposed development in North Abingdon would tend to destroy its sense of place rather than create it. Public footpaths into neighbouring villages and countryside will be overwhelmed by the scale of the proposed development.

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR** VIEWS HERE-

The principle of the Green Belt was established for very well considered reasons. Space is required to minimise the ever worsening visual, noise and pollution impact of the A.34 to existing homes. The tree planting initiative started some years ago in this part of the Green Belt should be continued to occupy the whole of the space between the A34 and Dunmore Road.

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Signature:

Date:

15 Dec 2014

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph

5.8,6.45-6.47

Policy

SO7

Proposals Map

Chapter 3 page 30

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes

☐

No

☐

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

☐

No

NO

4 (3) Complies with the Duty to co-operate

☐

No

☐

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The difficulty of access and parking within the town will only worsen leading to increased congestion and pollution. No Park and Ride facilities are included at the gateways to the town – there is no space for these anyway.

The town is already congested and has limited parking any sizeable development will bring the town to a standstill. No one will want to shop in the town centre resulting in even more decay and un occupied shop locations. This development will totally ruin the town.

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR** VIEWS HERE-

There should not be any further building in North Abingdon as the town cannot cope with it.

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Date:

15 Dec 2014

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph 6.108,6.111

Policy CP44

Proposals Map

Chapter 6 page 124

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes

☐

No

☐

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

☐

No

NO

4 (3) Complies with the Duty to co-operate

☐

No

☐

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Abingdon is an Historic Market town. Continued urban sprawl to the north of the town will spoil its character.
The ancient woodland containing Blake Oak is adjacent to the proposed development and would lead to its destruction.
Public footpaths and streams passing through the proposed development would be impacted.

There is a danger that the already waterlogged ground at the bottom of the sloping land from Lodge Hill will cause flooding from run off from extensive concreting over.

Any housing on this land would be imposing from the existing homes off Dunmore Road and 12 Acre Drive.

New housing would also suffer from traffic on the A34 which at this point is slightly elevated with all traffic being clearly visible.

(continue on a separate sheet/expand box if necessary)

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TYPE YOUR VIEWS HERE-

The area allocated in the plan for housing should be left as agricultural land planted with trees with further footpaths through from Tilsey Park.

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Signature:

[Redacted Signature]

Date:

15 Dec 2014

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

| | | | | | |
|-----------|---|--------|-----|---------------|-------------------|
| Paragraph | 4.2,4.3,4.8,4.13, 4.14,4.15,4.25- 31,4.33 | Policy | CP3 | Proposals Map | Chapter 4 page 37 |
|-----------|---|--------|-----|---------------|-------------------|

4. Do you consider the DPD is :

| | | | | |
|--|-----|--------------------------|----|---|
| 4.(1) Legally compliant | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 4.(2) Sound (Positively Prepared, Effective and Justified) | Yes | <input type="checkbox"/> | No | <input checked="" type="checkbox"/> NO |
| 4 (3) Complies with the Duty to co-operate | | <input type="checkbox"/> | No | <input type="checkbox"/> |

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The proposed sites in North Abingdon are next to a 'Market Town'. However they are in the Green Belt, in an area with already congested roads. The nearest employment site at Radley Road Industrial Estate is over 3 km away from the centre of the Dunmore Road site (not 2.1 km as specified in SA Report Appendices p.123). That has no room for expansion. Other new employment sites are considerably further away on busy roads in Culham (5.8Km), Milton Park (12.4Km) Harwell (16.4Km) or Oxford (8.9Km).

So the main new employment sites are outside Abingdon altogether. So why build so many houses next to Abingdon?

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR** VIEWS HERE-

Any new housing to support increases in work should be built close to the proposed work sites to reduce traffic and promote cycling and walking to work.

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Signature:

Date:

15 Dec 2014

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

| | | | | | |
|-----------|---------------------------------------|--------|-----|---------------|-------------------|
| Paragraph | 4.13- 4.15,4.25,4.33,6.45- 6.47 | Policy | SO3 | Proposals Map | Chapter 3 page 30 |
|-----------|---------------------------------------|--------|-----|---------------|-------------------|

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| | | | | |
|--|-----|--------------------------|----|--------------------------|
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Please mark as appropriate.

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In the proposed North Abingdon development, "Dunmore Road and Twelve Acre Drive would cause severance for the site and pedestrian crossings would need to be implemented" (SA Report Appendices p.119). Roundabouts would also be needed in order to allow vehicles to exit estate roads. Thus the site could only comply with SO3 if Dunmore Road and Twelve Acre Drive becomes a residential road rather than a ring road. This would cause severe congestion elsewhere in the town.

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR** VIEWS HERE-

The proposed housing cannot be sustained by the existing infrastructure and facilities so should not proceed.

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Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph

2.8,6.71,6.105

Policy

SO4

Proposals Map

3 page 7,9 E14

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes

No

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

No

NO

4 (3) Complies with the Duty to co-operate

No

Please mark as appropriate.

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Placing housing to the North/north-west of Abingdon when the main employment opportunities are to the south of the town will place additional stresses on the road network; the distances are such that walking and cycling are not really an option; buses do not serve these routes. The vulnerability of A34 and lack of alternative routes leads to severe congestion at peak times, and at other times if there is an incident on it. Increased traffic through Abingdon to Culham Science Centre, and round the orbital road will increase air pollution in the town – with a significant contribution to excess early deaths – in particular when considering an aging population, especially when it is noted that Abingdon is an Air Quality Management Area.

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR** VIEWS HERE-

The well –being of existing residents will worsen if this proposed development goes ahead so should be dismissed.

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Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph

4.43,4.47

Policy

CP7

Proposals Map

3 page 7,9 E14

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes

No

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Modifications to both local roads and Highways to manage the increase in traffic and pollution will far exceed the Community Infrastructure Levy (and other sources of funding). The funding of the required new A34 interchange at Lodge Hill (N. Abingdon) is to come partly from the LEP (Infrastructure Delivery Plan Appendix 1) but there is no guarantee that this will be forthcoming.

Necessary improvements to Dunmore Road and Twelve Acre Drive are to be funded by the County Council (Infrastructure Delivery Plan Appendix 1) but continuing cuts to local government funding mean they are unlikely to have the money for this. A crossing on Lodge Hill is essential as it is difficult to cross (and there was a recent fatality here). However, a crossing will slow traffic flow further

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR** VIEWS HERE-

Supporting infrastructure apart from the Lodge Hill A34 improvements will only worsen the current traffic flows.

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15 Dec 2014

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph 6.68,6.70

Policy SO9

Proposals Map 3 page 7,9 E14,E15

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes

☐

No

☐

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

☐

No

NO

4 (3) Complies with the Duty to co-operate

☐

No

☐

Please mark as appropriate.

5. 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 vulnerability of the A34 is a critical factor – requiring a diamond junction at Lodge Hill (N. Abingdon), as well as additional lanes between M40 and Chilton, and possibly a southern bypass and river crossing. This needs to be in place before any housing development, otherwise traffic congestion within Abingdon will become impossible during lane closures for widening. There are no plans at all to widen the A34.

(continue on a separate sheet/expand box if necessary)

6. 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 at 5 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.

TYPE **YOUR** VIEWS HERE-

The Lodge Hill A34 improvements should proceed.

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Signature:

[Redacted Signature]

Date:

15 Dec 2014

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph 5.6,5.7,5.8

Policy CP8

Proposals Map 3 page 7,9

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes

☐

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4.(2) Sound (Positively Prepared, Effective and Justified)

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☐

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4 (3) Complies with the Duty to co-operate

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As 70% of the new jobs identified in the Vale plan are associated with the Science Vale to the south of Abingdon, the houses proposed to the north and north-west of Abingdon on Green Belt land will severely exacerbate existing traffic problems on both local roads and A34.

(continue on a separate sheet/expand box if necessary)

6. 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 at 5 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.

TYPE **YOUR** VIEWS HERE-

The strategy seems completely flawed. So should be dismissed.

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.

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Date:

15 Dec 2014

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

| | | | | | |
|-----------|--|--------|-----|---------------|--------------------|
| Paragraph | 2.13,4.2,4.3,4.8,4.13, 4.14,4.15,4.25- 4.31,4.33,5.4,5.6,5.7 | Policy | SO8 | Proposals Map | 3 page 7,9 E14,E15 |
|-----------|--|--------|-----|---------------|--------------------|

4. Do you consider the DPD is :

| | | | | |
|--|-----|--------------------------|----|-------------------------------------|
| 4.(1) Legally compliant | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 4.(2) Sound (Positively Prepared, Effective and Justified) | Yes | <input type="checkbox"/> | No | <input checked="" type="checkbox"/> |
| 4 (3) Complies with the Duty to co-operate | | <input type="checkbox"/> | No | <input type="checkbox"/> |

Please mark as appropriate.

5. 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.

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As 70% of the new jobs identified In the Vale plan are associated with the Science Vale to the south of Abingdon, placing housing to the North/north-west of Abingdon will place additional stresses on the road network; the distances are such that walking and cycling are not really an option; buses do not serve these routes. The vulnerability of A34 and lack of alternative routes leads to severe congestion at peak times, and at other times if there is an incident on it. Increased traffic through Abingdon to Culham Science Centre, and round the orbital road will increase air pollution in the town.

(continue on a separate sheet/expand box if necessary)

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TYPE **YOUR** VIEWS HERE-

The plan to build houses in N.Abingdon to reduce the need to travel and promote sustainable modes of transport is flawed and should not proceed.

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15 Dec 2014

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph

6.68-6.70

Policy

CP12

Proposals Map

3 page 7,9 E14,E15

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes

☐

No

☐

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

☐

No

NO

4 (3) Complies with the Duty to co-operate

☐

No

☐

Please mark as appropriate.

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The proposed housing in North and north-west Abingdon will be right alongside the A34 – with attendant noise and pollution problems that will be difficult to mitigate. Developing the A415 will have the effect in INCREASING traffic through the town unless an eastern bypass were constructed avoiding Bridge Street.

(continue on a separate sheet/expand box if necessary)

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15 Dec 2014

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

| | | | | | |
|-----------|--|--------|------|---------------|----------------|
| Paragraph | 5.8,6.45-47,6.55,6.57,6.71,6.73,6.78 6.79,6.105 | Policy | CP33 | Proposals Map | 3 page 7,9 E14 |
|-----------|--|--------|------|---------------|----------------|

4. Do you consider the DPD is :

| | | | | |
|--|-----|--------------------------|----|--------------------------|
| 4.(1) Legally compliant | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 4.(2) Sound (Positively Prepared, Effective and Justified) | Yes | <input type="checkbox"/> | No | NO |
| 4 (3) Complies with the Duty to co-operate | | <input type="checkbox"/> | No | <input type="checkbox"/> |

Please mark as appropriate.

5. 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.

Placing housing to the North/north-west of Abingdon when the main employment opportunities are to the south of the town will place additional stresses on the road network; the distances are such that walking and cycling are not really an option; buses do not serve these routes. The vulnerability of A34 and lack of alternative routes leads to severe congestion at peak times, and at other times if there is an incident on it. Increased traffic through Abingdon to Culham Science Centre, and round the orbital road will increase air pollution in the town.

The proposal does not in any way help with access to Oxford. It already takes an hour to travel the 6 miles from N. Abingdon to the centre of Oxford at peak times, and the huge number of additional vehicles on the A34 from the new developments will increase this significantly.

(continue on a separate sheet/expand box if necessary)

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Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph

6.68-6.70

Policy

CP34

Proposals Map

3 page 7,9 E14

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes

☐

No

☐

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

☐

No

NO

4 (3) Complies with the Duty to co-operate

☐

No

☐

Please mark as appropriate.

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The vulnerability of the A34 is a critical factor – requiring a diamond junction at Lodge Hill, as well as additional lanes between M40 and Chilton. This needs to be in place BEFORE any housing development, otherwise the additional burden on traffic congestion within Abingdon will become impossible during lane closures for widening.

The recent government announcement on roads includes only CTV and information signs for the A34 (and minor changes to approach roads to 2 junctions north of Oxford). This will let drivers know how many miles long the queue is but will do nothing to prevent the frequent long queues.

(continue on a separate sheet/expand box if necessary)

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Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph

6.55,6.57,6.71,
6.73,6.78,6.79,6.105

Policy

CP35

Proposals Map

3 page 7,9 E14

4. Do you consider the DPD is :

4.(1) Legally compliant

Yes

☐

No

☐

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

☐

No

NO

4 (3) Complies with the Duty to co-operate

☐

No

☐

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Placing housing to the North/north-west of Abingdon when the main employment opportunities are to the south of the town will place additional stresses on the road network; the distances are such that walking and cycling are not really an option; bus do not serve these routes. The vulnerability of A34 and lack of alternative routes leads to severe congestion at peak times, and at other times if there is an incident on it. Increased traffic through Abingdon to Culham Science Centre, and round the orbital road will increase air pollution in the town. Pathways and cycle routes will be needed to promote walking and cycling within the community. The necessary crossings will cause further problems for traffic flow on the orbital road of Abingdon and Lodge Hill (which is very difficult to cross – witness the recent fatality here).

(continue on a separate sheet/expand box if necessary)

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Name or Organisation :

3. To which part of the Core Strategy does this representation relate?

Paragraph Policy Proposals Map

4. Do you consider the DPD is :

| | | | | |
|--|-----|----------------------|----|---------------------------------|
| 4.(1) Legally compliant | Yes | <input type="text"/> | No | <input type="text"/> |
| 4.(2) Sound (Positively Prepared, Effective and Justified) | Yes | <input type="text"/> | No | <input type="text" value="NO"/> |
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Consultation Process

I feel that there has been insufficient time given to review so many documents associated with the Vale Plan. Many of our neighbours had not been aware of the plan until very recently . Peachcroft residents were not aware of the plan to build of 12 Acre Drive until a leaflet was put through their letter box by the North Abingdon Local Planning Group volunteers.

(continue on a separate sheet/expand box if necessary)

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