

**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](mailto: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

Mrs

First Name

Sandra

Last Name

Belcher

Job Title

(where relevant)

Organisation

(where relevant)

Address Line 1

41 Loyd Close

Line 2

Abingdon

Line 3

Line 4

Post Code

OX14 1XR

Telephone Number

E-mail Address

(where relevant)

## Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Local Plan does this representation relate?

Paragraph	5.39,5.40,5.42,6.82,6.108,6.11 6.108,6.111 6.71,6.105 6.115,6.119,6.120	Policy	CP 13 CP 44 SO 12 SO 10	Proposals Map	3, PAGE 7,9 3 PAGE 7,9 CHAPTER 3, PAGE 31 CHAPTER 3, PAGE 31
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4. Do you consider the Local Plan is :

4.(1) Legally compliant

Yes

Yes

No

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

Yes

No

No

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

Yes

Yes

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 plan is unsound because I feel that the Green Belt should be protected at all costs in its entirety and not nibbled away at. Our neighbourhood would we feel be at risk because once one area of the green belt land on Copenhagen Drive/Dunmore Road/Twelve Acre Drive is built on, this would I lead

See separate  
sheet

## GREEN BELT

The plan is unsound because I feel that the Green Belt should be protected at all costs in its entirety and not nibbled away at. Our neighbourhood would be at risk because once one area of the Green Belt land on Dunmore Road/Twelve Acre Drive is built on, this would lead to developers grabbing associated land nearby.

A good example of this would be the existing land in and around Peachcroft Farm. The current Local Plan has suddenly included this area to have 200 houses built on it which includes going up to the boundary of Peachcroft Farm. This thriving business provides the local area and beyond with turkey and geese for Christmas providing casual employment up to Christmas. There is also a local shop offering locally grown produce including strawberries and strawberry picking. All added attractions for the area. The plan means that the Farm would lose the grazing area where the turkey and geese are kept which could mean that the business may become financially unviable resulting in them giving up the lease. Should this happen, we would think that the land would then become available for yet more development!

Abingdon is a historic market town and should be retained as such, not be allowed to develop into an urban sprawl whereby its identity is lost and swallowed up by the likes of Oxford so that we become a Large Urban Blob on the landscape. There is also an ancient woodland (BLAKE'S OAK) which is immediately outside the boundary of the proposed North Abingdon development which would be directly impacted by building 1000 additional houses.

Any loss of our valuable Green Belt would result in loss of natural habitat for wild-life driving away the fabulous Red Kites and Skylarks if building the development on our doorstep here in North Abingdon is allowed to take place. This view of the countryside and amenity would be gone forever.

Finally the increase in the already traffic congested area of Copenhagen Drive/ Dunmore Road/Twelve Acre Drive when the proposed 1000 additional homes are built would substantially increase greenhouse emissions and pollution within the area. **Abingdon Town Centre already exceeds the Government Health Standard and has done since 2008.**

I have no suggestion or modifications to make as I do not support the building of 1000 houses on Green Belt Land.

**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.**

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

☐ NO

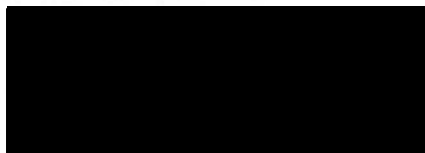
No, I do not wish to participate at the oral examination

☐ 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:

16/12/2014

## Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Local Plan does this representation relate?

Paragraph	4.2,4.3,4.8,4.13-15,4.25-31,4.33 6.45,-6.47  2.8,6.71,6.105  2.13,4.2-3,4.8,4.13-4.15,4.25-4.31,4.33,5.4,5.6,5.7  6.68-6.70	Policy	CP 3 SO3  SO 4  SO8   CP 34	Proposals Map	3, page 7,9 As above  3 Page7,9 E14  3 Page 7,9 E14  3, Page 7,9 E14
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4. Do you consider the Local Plan is :

4.(1) Legally compliant

Yes

YES

No

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

Yes

No

NO

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

Yes

YES

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

See attached sheet titled Traffic

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

## TRAFFIC

The proposed development sites in North Abingdon, namely Dunmore Road/Twelve Acre Drive are first in the Green Belt area and secondly, in the existing road network which is severely congested. There have been two accidents in the last month, one at the junction of Boulter Drive/Dunmore Road and a fatality on Lodge Hill.

Copenhagen Drive/ Dunmore Road/Twelve Acre Drive roads were originally designed as a peripheral road to take traffic away from the already heavily congested and polluted Town Centre. These roads were to be used as a network where traffic could travel at 40 mph as a continual flow,

Currently there are 3.600 houses in the Long Furlong and Peachcroft area and we find that the current peripheral road ie Dunmore Road/Twelve Acre Drive cannot cope with the current levels of traffic without the proposal of building ~~of~~ a further 1000 house on the Dunmore Road and Peachcroft side of the Lodge Hill roundabout. As I live on Loyd Close, it is almost impossible now at peak times to turn right safely out of Boulter Drive onto Dunmore Road.

If this development is allowed to go ahead with the possibility of 1000 additional vehicles, I can only envisage that the traffic along Dunmore Road/Twelve Acre Drive will grind to a permanent halt causing further traffic chaos and pollution. Obviously further road infrastructure will be needed, pedestrian crossings, roundabouts etc and as a community, everyone who lives along Dunmore Road/Twelve Acre Drive/Wootton Road/Copenhagen Drive knows what traffic chaos and queues have been caused by the installation of the pedestrian crossing at the junction of Dunmore Road/Wootton Road!

The proposal to build these houses in North Abingdon seems completely illogical bearing in mind that the employment opportunities are to be realised in South Abingdon, Chilton, Harwell, Culham and Didcot areas which means that more cars will be using the peripheral road around Abingdon to reach the A34, or be using the Town Centre as a means to get the A415. Surely this will further exacerbate the traffic congestion problems that Abingdon has now. The idea that sustainable transport could be adopted and promoted, i.e. walking, cycling, using buses (currently no buses serve this route) does not seem to be a viable option.

A diamond junction or interchange at Lodge Hill has been a necessity for several years due to the traffic congestion within Abingdon and has <sup>been</sup> campaigned for by the residents of both North and South Abingdon during this time. This junction MUST BE IN PLACE BEFORE any housing development is commenced.

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.

As I am an objector to the Local Plan 2031, I can only add that the Plan should not be passed in any aspect or form by the Inspector

**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.**

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:

[Redacted Signature]

Date:

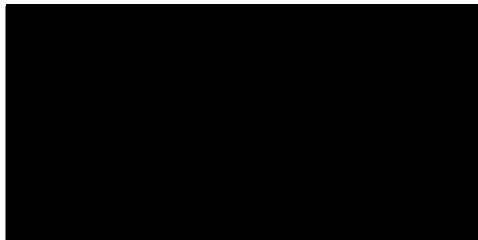
16/12/2014

## AIR QUALITY

I would like to make the further comments on air quality and pollution in and around the Abingdon area:-

- 1 The levels of Nitrogen dioxide in Abingdon have continued to rise in Abingdon Town Centre since 2004 and have as confirmed in the Vale of the White Horse's latest "Air Quality Action Plan Consultation Document 2014 " continued to exceed the Government's Health Standard. This surely will have a long term health effect on the chronically ill and other residents living in and around the Town Centre.
- 2 Abingdon Town Centre was declared an "Air Quality Management Area in April 2009 following the introduction of the Abingdon Integrated Traffic Strategy (Abits).
- 3 Originally the peripheral road Copenhagen Drive/ Dunmore Road/Twelve Acre Drive was to be used as a measure to alleviate further pollution to Abingdon Town Centre. The route was identified as a primary measure by The Vale of the White Horse Town Council in order that traffic into the centre would reduce significantly and therefore reduce pollution levels to a satisfactory level. Obviously this measure has failed miserably.
- 4 In view of these recent findings, surely any additional traffic numbers caused by any further housing developments whether they are to the north or south of Abingdon MUST BE NOT BE ALLOWED TO FURTHER PUT LIVES AT RISK.

Signed



16 Dec 2014.