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| **New%20Image1** | **Local Plan 2031 Part 2**  Publication Version  Representation Form | | | | | | | | **Ref:**  **(For official use only)** |  |
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| **Name of the Local Plan to which this representation relates:** | | | | | | | | Vale of White Horse Local Plan 2031 Part 2 | |
| **Please return by** **5pm on Wednesday 22 November 2017 to:** Planning Policy, Vale of White Horse District Council, 135 Eastern Avenue, Milton Park, Milton, Abingdon, OX14 4SB or email [planning.policy@whitehorsedc.gov.uk](mailto:planning.policy@whitehorsedc.gov.uk) | | | | | | | | | |
| 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\* | |  |  |  |  |  | 2. Agent’s Details (if applicable) | | |
| \*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. | | | | | | | | | |
| Title | | Mrs | | |  | |  | | |
|  | | | | | | |  | | |
| First Name | | Helen | | |  | |  | | |
|  | | | | | | |  | | |
| Last Name | | Marshall | | |  | |  | | |
|  | | | | | | |  | | |
| Job Title (where relevant) | | Director | | |  | |  | | |
|  | | | | | | |  | | |
| Organisation representing | | CPRE Oxfordshire | | |  | |  | | |
| (where relevant) | | | | | | |  | | |
| Address Line 1 | | First Floor | | |  | |  | | |
|  | | | | | | |  | | |
| Address Line 2 | | 20 High Street | | |  | |  | | |
|  | | | | | | |  | | |
| Address Line 3 | |  | | |  | |  | | |
|  | | | | | | |  | | |
| Postal Town | | Watlington | | |  | |  | | |
|  | | | | | | |  | | |
| Post Code | | OX49 5PY | | |  | |  | | |
|  | | | | | | |  | | |
| Telephone Number | | 01491 612079 | | |  | |  | | |
|  | | | | | | |  | | |
| Email Address | | director@cpreoxon.org.uk | | |  | |  | | |
| **Sharing your details**: please see page 3 | | | | | | |  | | |

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

Name or organisation: CPRE Oxfordshire

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

Paragraph Policy Policies Map

12a

4. Do you consider the Local Plan is: (*Please tick as appropriate)*

x

4. (1) Legally compliant No

4. (2) Sound NO No

4. (3) Complies with the Duty to Cooperate NO No

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| 5. Please provide details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the Duty to Cooperate. 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 Cooperate, please also use this box to set out your comments. |
| Park & Rides   |  | | --- | | CPRE believes the remote Park & Ride strategy is fundamentally flawed. If Park & Rides must exist, they should from preference be located as close as possible to the areas from where people are travelling. The worst option is to locate them in rural sites between major settlements, which does nothing to reduce the number of car journeys but shifts congestion to rural roads and villages with inadequate supporting infrastructure, as well as impacting on the local landscape.  *Lodge Hill*  CPRE further notes that the OCC LTP4 Connecting Oxfordshire Park and Ride Strategy pre-dated the MoD Estates Review which identified Dalton Barracks for disposal. Following the Vale decision to include this site within LPP2, we would have expected the Vale to work with OCC to review the strategy, however flawed, on the A34 corridor. Whilst CPRE opposes Green Belt sites for any Park and Rides, co-location of dwellings and sustainable forms of travel is clearly not just desirable but essential. CPRE has sympathy with many local residents who see the Marcham/A34 interchange site as greatly superior to Lodge Hill due to its proximity to the Dalton Barracks site, where its presence would create the best sustainability outcomes for the greatest number of potential users.  Sited at the A34/A415 (Marcham) Junction, where it still intercepts northbound A34 traffic, the Park & Ride could be a transport hub for South bound journeys to Milton Park and Harwell, East to Abingdon and North to Oxford. Central and North Abingdon are already well served by the premium X3 bus service, so movement of the Park and Ride to Marcham would not be detrimental overall, while if the Park & Ride were located at Lodge Hill, it would damage the viability of the X2, X3 and X13 bus services. It could also threaten the viability of the 4/4B service routing via the Wootton road, even though this is by far the most effective way to create a sustainable housing development. |   *Cumnor*  The Cumnor Park & Ride is also not based on appropriate evidence and cannot be justified. The County Council’s own strategic report stated that it would only attract 763 cars per day, and yet the proposal is for a Park & Ride with 1,200 spaces for cars. This is not a commercially viable proposition and seeking to support it via retail outlets is incompatible with Green Belt protections.  Provision for a public transport and cycle link between Dalton Barracks and the proposed Lodge Hill Park and Ride site  It is staggering that this policy, which has such significant potential impacts on the Green Belt and local communities, appears to have been included as a result of a last-minute decision by the District Council, without any consultation with those affected communities or even Oxfordshire County Council! It also indicates that there has been a failure in the Duty to Co-operate.  A ‘bus and cycle link’ appears to us to be a euphemism for a new road. No funding is identified to bring this forward. If funding were found, it seems inconceivable that a new road would be built and then restricted to buses only. This should therefore be openly presented and discussed for what it really is - a new road across the Green Belt with a significant potential impact on existing rural communities such as Sunningwell.  We note that the route cuts across land parcels identified as having ‘high landscape sensitivity and high visibility and neither is suitable for development in landscape and visual terms’. The report by Hankinson Duckett Associates continues to say that both routes make ‘a high contribution to at least one of the Green Belt Purposes. None of the Parcels are suitable for development in landscape and visual terms and development within any of these Parcels would harm the openness and integrity of the Green Belt.’ (Green Belt Study Vale LP2, Hankinson Duckett Associates, Oct 17)  The policy is not justified as no evidence is provided of any examination of the viability of alternative options such as enhancement to existing service bus provision (such as the 4/4B), routing dedicated ‘hopper’ buses via the existing road network, or the safeguarding of alternative routes (for example, providing a segregated cycleway provision along the Wootton Road).  (Continue on page 4 /expand box if necessary) |

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| 6. Please set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound, having regard to the matter you have identified at 5 above. (NB Please note that any non-compliance with the duty to cooperate 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. |
| The Park & Ride sites at Cumnor and Lodge Hill should be removed from the Plan.  CPRE seeks further reassessment of the location of *any* A34 South Corridor Park and Ride site. The subsequent allocation of a major site for up to 4,000 dwellings at Dalton Barracks and the soon to be identified route corridor for the Oxford to Cambridge Expressway require that the OCC Local Transport plan be re-examined to determine if the previous intentions are still fit for purpose.  The safeguarding of land for bus and cycleways as shown in Figure 4.2 should be removed from the Plan.  (Continue on page 4 /expand box if necessary) |

**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?

**Yes**, I wish to participate at the

oral examination

YES

|  |
| --- |
| 8. If you wish to participate at the oral part of the examination, please outline why  you consider this to be necessary:  CPRE has a long-standing concern with the issues of Green Belt protection and (public) transport, and would very much wish the opportunity to contribute to this discussion. |
| ***Please note*** *the Inspector will determine the most appropriate procedure to hear those who have indicated that they wish to participate at the oral part of the examination.* |

Signature: Date:

**Sharing your personal details**

Please be aware that, due to the process of having an Independent Examination, a name and means of contact is required for your representation to be considered. Respondent details and representations will be forwarded to the Inspector carrying out the examination of the Local Plan after the Publicity Period has ended. This data will be managed by a Programme Officer who acts as the point of contact between the council and the Inspector and respondents and the Inspector.

**Representations cannot be treated as confidential and will be published on our website alongside your name.** If you are responding as an individual rather than a company or organisation, we will not publish your contact details (email / postal address and telephone numbers) or signatures online, however the original representations are available for public viewing at our council office by prior appointment. All representations and related documents will be held by Vale of White Horse District Council for a period of 6 months after the Local Plan is adopted.

**Would you like to hear from us in the future?**

I would like to be kept informed about the progress of the Local Plan

I would like to be added to the database to receive general planning updates

Please do not contact me again

**Further comment:** Please use this space to provide further comment on the relevant questions in this form. **You must state which question your comment relates to.**

**Alternative formats of this form are available on request.** Please contact our customer service team on 01235 422600 (Text phone users add 18001 before you dial) or email [planning.policy@whitehorsedc.gov.uk](mailto:planning.policy@whitehorsedc.gov.uk)

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