

South Oxfordshire Local Plan 2034

Page 3: Part A - contact details

Q1. Are you responding as an:

Individual

Page 4: Individual contact details

Q2. Due to the plan-making process including an independent examination, a name and means of contact is required for your comments to be considered:

Title	Mr
Full name	Clifford Bosley
Business / Organisation name (if relevant)	-
Job title (if relevant)	-
Address line 1	██████████
Address line 2	██████████
Address line 3	██████████
Postal town	██████████
Postcode	██████████
Telephone number	██████████
Email address	██████████

Page 7: Part B - your comments

Q5. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: "

Q6. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q7. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

My comments here are restricted to the failure in this process to clearly plan to resolve problems arising from, known, existing traffic volumes let alone to manage for the extraordinary increase in such volumes which will arise from proposed developments.

It seems that only after the recent submission of the Fullamore Quarry application has there been a planning recognition that traffic volumes through and over the Abingdon bridge, and over the one way bridges at Culham and Long Wittenham/Clifton Hampden, are such that a new road bridge over the Thames east of Abingdon should be considered.

This traffic arises because:

- of the inability of A34 to handle existing volumes, drivers diverting through local villages
- current day traffic in and out of the Culham business park
- recent local housing developments which have increased traffic volumes.

Notwithstanding, although a new bridge is being spoken of, the route has not been defined. So, it is not clear there is even a plan to resolve current traffic volumes.

The wording in the Local Plan "it is expected that only a limited number of houses will be delivered prior to the delivery of the planned transport infrastructure",

Without an agreed plan for road infrastructure, which recognises current as well as likely future traffic volumes, and a commitment to that plan and the funds made available for that plan there surely cannot be any confidence that required new route will be built; that altering Green belt boundaries, as envisaged for the Culham (STRAT 9) development, should be considered..

Q10. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q11. Would you like to comment on another policy or paragraph?

No