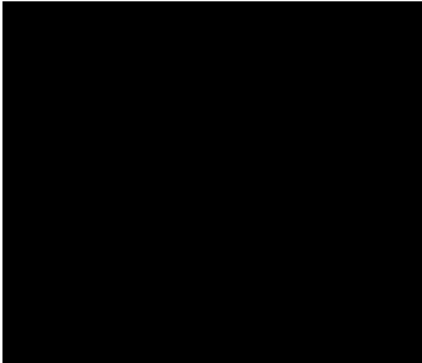


South Oxfordshire Local Plan 2034

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	Mrs
Full name	Anne Addyman
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: STRAT 11

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.

STRAT 11 and LEGAL COMPLIANCE - REGULATION 18 - PROPER CONSULTATION.

The previous emerging plan was largely re-written after the change in the leadership of SODC in 2018. Work on the Sandford on Thames Neighbourhood plan included a comparison of the two plans as part of preparation of our Basic Conditions statement. This found that the new plan was written in a vague and imprecise manner in comparison to the much more prescriptive previous version, giving SODC much greater leeway to interpret the plan as they wish. The previous version did not include STRAT 11 (Grenoble road) and other Greenbelt housing proposals for example, which for Sandford on Thames and others, makes it an entirely new plan. SODC's opinion is that the previous consultation on the old version will suffice for this new and demonstrably different plan. We strongly disagree with that opinion.

STRAT 11 and THE GREEN BELT

The 2034 plan proposes development on Greenbelt sites which contravenes Government, NPPF and SODC's own Greenbelt policies. There has not been a proper public consultation which includes these new proposals. The "exceptional circumstances" necessary to permit greenbelt development have not been demonstrated.

The NPPF 2018 states the five purposes of the Greenbelt in paragraph 134. It further states that "the fundamental purpose of the greenbelt is to prevent urban sprawl by keeping land permanently open" and that "the essential characteristics of Green belts are their openness and permanence:" STRAT 11 and the other Greenbelt proposals are directly in conflict with this National policy.

Grenoble road is the last line of defence for the Greenbelt and not STRAT 11 as suggested. Greater Leys was Greenbelt once and this proposal is only the next of "Death by a thousand cuts".

SOUNDNESS - HOUSING and STRAT11.

The number of houses needed is based on SHMA calculations which have now been superseded by OAN figures which shows a much lower requirement in South Oxfordshire and no demonstrable "unmet need" from Oxford city. The projected housing requirement is in any case based on a hypothetical increase in the Oxfordshire economy imagined by the Oxfordshire Growth Board, a percentage expansion never achieved historically. Central Government has also offered Growth deal funding which has strongly impacted SODC thinking on housing numbers.

The proposed density of 70 dwellings per hectare is a city centre density completely at odds with the edge-lands location.

3,000 homes represents a seven fold increase in the housing stock in the village and will totally overwhelm and alter the existing settlement.

The suggestion that the development will contribute to the re-generation of Greater Leys is a phrase casually injected to try and increase the number of pluses for the proposal and seems very difficult to justify.

"Affordable housing" is an emotive term often used by builders and Government to make any form of opposition appear NIMBY'ish. 20% below market value in Oxford does not make them affordable to the people most in need of low cost housing. Only social housing can achieve that and Governments have consistently set themselves against it since the 1970's. As a result, SODC's housing proposals will fail to address the core issue and will simply reward landowners and house builders and generate further long distance commuter journeys.

STRAT 11 and TRANSPORT.

Oxford is a medieval city with a medieval street layout, limited by the River Thames, the flood plain and the limited crossing places on the west side. The only major Southern access road is the A34 and the only East-West roads are the A40 / M40. All other roads into Oxford are minor roads running through small settlements. These roads are at many times well over capacity, in particular the Southern ring road, already rated one of Oxfordshire's slowest roads. All roads from STRAT 11 Grenoble road, will feed onto or cross the Southern ring road when going into Oxford or joining the A34, A40 or M40. The journey between Sandford on Thames and Oxford (3 miles) during rush hour periods currently takes anywhere from 30 minutes to an hour and if there is an incident, flooding on the Abingdon or Botley roads or road works this can and does result in a gridlock situation over large areas of the city. Oxford city and environs will be unable to cope with the proposed dramatic increase in population without the kind of radical changes to the public transport system which the authorities have consistently been unable to deliver, despite numerous and varied proposals, in the 35 years we have lived here and before.

The A4074 south from STRAT 11 immediately runs through Nuneham Courtney, a village already split in half by traffic and which has no options for a by-pass. Traffic from The Baldons is frequently unable to emerge onto the A4074 in rush hours and has to travel south to the roundabout before returning North.

The proposed Thames bridge and Clifton Hampden by-pass/A34 link in conjunction with Culham Greenbelt housing proposal would feed yet more traffic to the Golden Balls roundabout where it would

all funnel into the existing totally inadequate route.

Cycling is currently not an option for many as there is still inadequate provision of safe routes into and around Oxford. Cycling on other routes south from Oxford can be verging on suicidal at times. The proposed re-instated Cowley branch line is too far from most of STRAT 11 to be a convenient option unless being used to connect to other train services from Oxford station i.e commuting to London etc.

Transport infrastructure improvements promised by builders and Government are often not fully delivered. In the case of STRAT 11 and the roads serving it, local circumstances would prevent making the roads fit for purpose in any event.

STRAT 11 and ENVIRONMENT.

The addition of 3,000 homes can only cause a significant deterioration in air quality (I refer you to the details in the Sandford on Thames Parish council consultation response) loss of habitat and increased light pollution.

The Greenbelt has a fundamental purpose of protecting open countryside and the natural environment and this proposal to build over 5 Greenbelt sites is absolutely unacceptable.

We have lived here for 35 years and along with everybody else we have spoken to, do not wish our community to be engulfed by this urban extension for the reasons stated above.

Q8. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

Remove STRAT11 and other Greenbelt housing proposals from this plan.

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