

# 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	John Batch
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: Policy Strat11: Land south of Grenoble Road

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.

Lack of proper consultation;  
The assessment of housing needs by Oxford City (Not SODC) is unproven and not supported by evidence;  
theb plan has not been produecd in co-operation with other bodies or considering plans from other agencies, such as Highways England.

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.

Evidentiary tests should be put in place to examine the validity of all assumptions

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

Yes

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

Yes

## Page 9: Part B - your comments

Q12. 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: Strat11 para 4.91

Q13. 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		

Q14. 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.

#### TRAFFIC

There is considerable traffic through Sandford Village to and from the Science Park already. I can only see this increasing. In addition, the A4074 Southern Bypass and Hinksey Hill roundabout are full of traffic for considerable periods of time in the Morning and Evening commute.

The expansion of Oxford Science Park will lead to more traffic on these roads. A 'Science Village' will exacerbate the problem.

A survey by Direct Line in 2013 found that 47% of households had two cars, 30% one, whilst 16% had three cars. This suggests that the addition of 3,500 homes will lead to 6-7,000 additional cars on roads that are full anyway.

Whilst the proponents of the development claim that many will work within the Science Park or close by so this will reduce the number of journeys outside the area, there is no clear evidence that this will be the case: people live where they can afford, not near to where they work.

Nor is there evidence that journeys will not be made by car. The National Travel Survey 2009 reports that 40% of commuter journeys under two miles and 70% of those between two and five miles are made by car (cycle percentages are 10% and 5% respectively).

#### ENVIRONMENT

The proposed development will be centred around the Thames Water Sewage farm. This is famous locally for often having a distinctive smell. This can be smelt far wider than the maps in the exhibition. I can personally vouch for Heyford Hill Lane in Sandford and Mercury Road in Blackbird Leys. Are we to subject the poor souls who will live here to such conditions? We must have guarantees, backed by sanctions, that the odours will be abated

#### HOUSING

The outline illustrations drawn are quite pleasant, with green spaces, sports pitches and wide roads. This seems at odds with the proposed density of 70 homes per Hectare. I am concerned that these plans will be modified as the plan progresses, costs alter and as so often with developments open space is lost as more houses are built to offset 'increased costs'. The most recent development that I am aware of is Great Western Park at Didcot, where the roads are narrow, houses packed in and off-street parking minimal. In addition, we have the example of Greater Leys opposite. Both seem to me to be heading to be modern ghettos. We really don't need any more of this.

Secondly, we are told that there will be affordable houses. If the example of 'affordable' housing at Barton Park is an example, then these are clearly only going to be affordable to the rich. Even if these homes are priced more reasonably, how will these remain affordable beyond the first owner. Surely, they will sell for all they can get rather than being altruistic? We only have to look at the results of shared-ownership in Milton Keynes for an example of what will happen. We must also ensure that the proportion stated in any planning permission is rigorously maintained.

Finally, what assurances do we have that houses on this development will not be sold to private landlords, to them rent out at the prevailing rates in Oxford?

#### GREEN BELT

It is acknowledged by all that this development is within the Green Belt. The Green Belt is there to allow people living in cities to have close access to open spaces. One only has to visit Dallas to be aware of how valuable the Green Belt is to us.

Clearly as Oxford City Council states that there is nowhere to put housing inside the city boundaries this must mean there are no open spaces within the city, as if there were the City Council would be proposing to build on them to provide housing close to employment, existing amenities etc.. This makes the role and location of the existing Green Belt even more vital to the welfare of the inhabitants of the City of Oxford. We must either build within or without the Green Belt.

#### IMPACT ON THE PARISH

Over many decades, the boundaries of Sandford Parish have been whittled back as the City Council tries to encroach further into our parish and expand its revenues. Oxford Science Park and Greater Leys are examples of this annexation. Sometimes I feel we should be twinned with Ukraine!

I am concerned that this fate will befall Sandford completely and it will lose its identity.

Q17. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

Yes

Q18. Would you like to comment on another policy or paragraph?

Yes

## Page 11: Part B - your comments

Q19. 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: sSTRAT11: PARA 4.100

Q20. 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		

Q21. 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.

### PARK AND RIDE

I suggest that the decision-makers read Parkhurst, G., Meek, S. (2014). The Effectiveness of Park-and-Ride as a Policy Measure for more Sustainable Mobility.

The figures here seem to say to me that traffic in urban areas will vary by -6.0% to +2.6% due to park and ride schemes.

So we reduce traffic in the city centre by a potentia maximum of 6% in return for building a Park and Ride car Park for which I have seen no evidence that it is required or will be used. Yet more loss of the public good of the Green Belt at the demand of the City rather than the local residents of this part ofOxfordshire.

Q22. 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.

Gain empirical evidence of the necessity of additional park and rides

Q24. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

Yes

Q25. Would you like to comment on another policy or paragraph?

No

## Page 106: Future contact preferences

Q354. As explained in our data protection statement, in line with statutory regulations you will be contacted by the programme officer (and where necessary the council) with relevant updates on the Local Plan. South Oxfordshire and Vale of White Horse District Councils have a shared planning policy database. If you would like to be added to our database to receive updates on other planning policy consultations, please tick the relevant district box(es) below:

I would like to be added to the database to receive planning policy updates for South Oxfordshire