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**From:** Jane Brooks [REDACTED]  
**Sent:** 28 January 2019 17:06  
**To:** Planning Policy South  
**Subject:** Individual response to SODC Planning about the Local Plan 2034

With reference to STRAT 12 Northfield, I am writing to object to the inclusion of the Northfield housing site in the Local Plan 234. Furthermore, I have not been consulted about this at any earlier stage in the development of the Local Plan. I do not find the Local Plan 2034 legally compliant or sound. Does it comply with the Duty to Cooperate, as that is of no relevance here? I wish to be added to the database for receiving further information about the Local Plan 2034.

I believe, it is important to keep this land open to separate Horspath village from the industrial area of Cowley. I chose to live in Horspath because it is a separate village and not a suburb of Cowley. My objection to the building of the Northfield housing estate on this part of the Green Belt near Horspath is because the rural land is such a beautiful green environment for wildlife. I understand that the area is unsuitable for housing due to the site frequently flooding with surface water.

There are "no exceptional circumstances" existing for removing the Northfield site from the Green Belt. The Green Belt Assessment of Strategic Sites in South Oxfordshire (2018), written by LUC for SODC reports that moderate to high levels of harm would result if the Northfield site was removed from the Green Belt. Building in the Green Belt is also in conflict with the SODC's Policy STRAT6: Green Belt in the plan. Building Northfield in the Green Belt conflicts with the National Planning Policy Framework. Paras 133-137.

More harm will be caused by removing the Northfield site from the Green Belt than any benefits obtained. The Northfield estate of 1,800 homes will undoubtedly increase noise, air pollution and light pollution at night. The proposed Cowley branch line passenger rail service from a station proposed near Blackbird Leys would be too expensive to introduce because the main line between Kennington Junction and Oxford Station is already used to its full capacity by existing main line services. Therefore, a costly new split-level rail junction would be needed. Without any nearby passenger rail service, the Northfield residents will need to travel to Oxford or elsewhere by road; therefore impacting heavily on the current severely congested roads.

The decision by SODC to voluntarily provide more houses than the total needed in South Oxfordshire when calculated by the Objectively Assessed Need process cannot constitute an "exceptional circumstance" for justifying legally removing the Northfield site from the Green Belt in order to build housing on it.

The decision by SODC to built some of Oxford City's claimed unmet housing need by building Northfield in the Green Belt unfairly places the City's needs at a higher priority about those living in the District.

Until the new Oxford City Local Plan 2036 has been examined, the need for Oxford City's unmet housing is unconfirmed. The City's undoubted housing demand could be met within the city by building at higher densities and using more employment land for housing. SODC have not provided adequate public consultation to test the acceptability of its major change in strategy to promote 6 strategic housing sites in the Green Belt.

I would ask that SODC acknowledge my response, please?

Jane Brooks  
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