

From: Kerrie Crowley [REDACTED]
Sent: 17 February 2019 13:34
To: Planning Policy South
Subject: Policy Strat 13

Dear SODC,

Re: Policy Strat 13

Our family moved to [REDACTED] from London 10 years ago after my husband accepted a consultant position at Oxford University NHS Foundation Trust. The village and local community offered the perfect position and opportunities for our young family and progressing careers.

Sadly, we now live in the fear of the Oxford to Cambridge expressway and development of Bayswater Brook (the area north of Barton) - Policy Strat 13. It seems that our green spaces, supposedly protected green belt land, is forever threatened. Protection does not mean protection - what example does that set for the young? The policy makers are liars!

It goes without saying how important green space is to our physical and mental health, let alone protecting precious flora and fauna. Yet it seems you are hell bent on destroying all that is good. I refer to this document to support my comments - <http://researchbriefings.files.parliament.uk/documents/POST-PN-0538/POST-PN-0538.pdf>

To reiterate our local parish council's excellent points raised, of which we strongly agree -

The SODC local plan is not a "second publication version" of the original publication but an entirely new plan. This violates the section 18 consultation framework which should allow for a longer consultation.

The plan is based on an out of date housing need assessment (2014 SHMA rather than the 2018 SHMA).

This is a green belt area and the government's NPPF requires councils to protect green belts except in exceptional circumstances which we believe are not present.

It is unsound to try to justify release of land north of Bayswater Brook (LNBB) from the green belt if its development does harm, not only to the green belt, but also to the existing current road network which cannot cope with current volumes of traffic. Local communities are harmed through pollution, noise and congestion.

Oxford City Council has enough brown field sites to accommodate the unmet housing need, especially the lower figure in the 2018 SHMA is taken into account.

The plan states that LNBB would have minimal visual impact and avoids harm to Oxford's historic green setting. This is simply not true. In fact, the landscape of the Bayswater Valley is visible from many public areas, and homes on the boundary of the Bayswater Brook.

While the existing green belt boundary is the significant geographic feature of Bayswater Brook, the proposed new boundary merrily conforms to field boundaries and sometimes not even those.

The proposed boundary of LNBB impinges on the SSSIs at Sydlings Copse and College Pond. SODC's own Ecological Council identified in 2018 that the LNBB site would be a high-risk allocation for development and would have high potential effects on biodiversity.

The proposed road would not only blight the planned development but would bring extra traffic through surrounding areas, using it as a rat run. SODC has failed even to attempt to assess the likely traffic volumes on the proposed road. They have also failed to cost it in detail.

SODC has failed to assess the flood risk both to the road and housing. There is no flood alleviation in the costing of the road. The current Bayswater Brook road crossing frequently floods to a significant extent.

There is no detail given as to how people and vehicles will get out of the site to Headington and Oxford. The indicative red arrows on the plan traverse existing developments at Barton Park, Barton West and Sandhills and are not viable or practical routes. Bayswater Road remains the only viable route and this is already unacceptably congested.

Yours faithfully,

Dr MP & Mrs KLB Crowley