

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	Michael Edwards
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: LP 2034, 1.6,2.11, STRAT 1,Strat 2 & SODC Topic Paper

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.

The Local Plan has not followed the required Regulation 18 public consultation route but has instead been forced through a Regulation 19 public consultation, with only 6 weeks available for public comment on a major proposal. There has been little or no time to understand and comment on the implications of significant building in the neighbouring parish (the land north of Bayswater Brook) and the likely negative impact it would have on the local community character, infrastructure, biodiversity and traffic.

In addition, the Local Pan has not included or referenced current, adequate assessments of the impact of the additional housing and proposed roadways on the traffic in the area. A particular concern here is the impact of additional traffic at the Marston junction with the A40. This particular junction is already frequently congested, on account of commuting traffic, hospital traffic and the single pinch point of the bridge over the M40. The same bridge and barrier of the A40 would also be a hazard and barrier to any sustainable transport from the suggested housing into Oxford. It seems to me, on the basis of the Local Plan, that the transport proposals connected to 1,100 new dwellings in this area would be undeliverable. Flooding at the junction of Elsfield Lane and Woodeaton Road is also frequent on account of proximity to Bayswater Brook itself. The planners should consider undertaking a proper flood risk assessment in this area.

Overall the plan runs counter to the National Planning Policy Guidelines in that: it will allow unrestricted sprawl of the city of Oxford into the neighbouring countryside; would not safeguard rural land from urban encroachment, and; would destroy the setting and character of Oxford and its surrounding villages. Furthermore no evidence was presented in the Local Plan to show that the option to re-use of urban land was considered and exhausted before putting forward a proposal to develop the remaining stretch of green belt on the north side of Oxford.

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