

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	claire evans
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: Local Plan 2034 & Strat 13: 4.107/8 to 4.39 (1.1, 5.2, 7.1)

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 13. I question the number of houses required, and the brief time allowed for consideration of the project to the north of Bayswater Brook, and Wick Farm.

It would appear that SODC has allowed itself to be lured by grants of Government money into raising the number of new houses to unrealistic levels - levels which materially affect the character of Oxford city and its beautiful green setting. The Green Belt has protected the city from urban sprawl to a large extent until now, but the new Local Plan makes hungry inroads into Oxford's connection with its surrounding countryside. The posited Bayswater Brook development would have a deleterious impact on the Elsfield view cone towards the dreaming spires (as noted by CPRE), and would consume a large area of agricultural land some of which, bearing in mind the direction of climate change, is likely to be prone to future flooding.

It is true that the number of 623 homes (particularly the few affordable homes) completed on average during recent years is far from ideal, but the LP2034 now aims at 1,500 homes per year, a huge increase which is hardly likely to provide the "stability" or "certainty" for communities required by National Planning Policy, nor, in my view, has sufficient time been allowed for in depth consultation of these invasive and particularly complex projects.

The targets set out for new housing in 2011-12 (SHMA) have since been much reduced, a fact which appears not to have influenced a reduction of present housing needs.

I also have grave doubts about the sustainable transport assessment. Anyone living in this area will have noticed that the traffic is particularly heavy. There are several key points of bottleneck.

1) the volume of traffic crossing the bridge from the A40 ring road into Marsh Lane 2) the confluence of Marsh Lane, Cherwell Drive, Headley Way and Marston Road which, even after the recent alterations, is still a frequent bottleneck. 3) the stationary traffic tailing back from the entrance to the JR hospital (where parking is simply not adequate to meet the public's needs 4) the overspill from the main arteries takes over the smaller side roads, in particular clogging up the route through the conservation village of Old Marston.

This is already the situation without taking into account the extra traffic from the as-yet-unfinished Barton Park Development and the imminent arrival of the new Swan School off Marston Ferry Road. The extra infrastructure required to remedy these transport problems, for all vehicles including cyclists and pedestrians obliged to cross the busy A40, and ultimately to crawl its way to the city centre, will necessitate major financial resources. The foot and cycle bridge originally mooted in the early stages of the Barton Park development appears to have been forgotten.

None of the above points takes into account the danger to the SSSIs of Sidlings Copse and College Pond and the likely disturbance to their present peaceful surroundings. New developments in this special area can but disturb their valued biodiversity.

Nor have the effects of stationary cars in traffic jams on air quality being considered in depth. Children walking to school, cyclists, mothers with prams will all be affected by the fumes of congestion due to the lack of adequate roads and hazardous traffic flow.

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.

The area being considered for development to the agricultural land north of Bayswater Brook (Strat 13 - SODC 2033/4) should be removed from the SODC present 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

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