

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 Bruce Timothy Godden
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: SODC Local Plan 2034 / STRAT 13

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.

Land North of Bayswater Brook

**** Local traffic**

Insufficient consideration has been given to the effect of traffic from the new development on local roads. Paragraph 4.115 acknowledges that the roads are already congested without suggesting any solution. Traffic leaving the site at either the east or west ends would be feeding into already existing traffic jams in the mornings. I live on the Bayswater Road and can attest that there are regularly traffic jams up the hill from the brook to the roundabout and that it is not uncommon for traffic to back up past the Crematorium (particularly on wet days). The addition of more traffic from the development would make this a common occurrence causing travel delays, noise and air pollution.

**** A40 link road**

STRAT 13 summary paragraph 2 vi c suggest the creation of a link road from the Bayswater Road end of the site to the A40 east of the Thornhill park-and-ride. There are two problems with this. Firstly, it will become a rat run for drivers following the A40 and wanting to avoid congestion on the Headington Green Road roundabout in either direction. Secondly, any connection here is going to make the development attractive to commuters heading away from Oxford towards London which means that it is not going to be available for local Oxford workers.

The alternative idea of major upgrades to the Green Road roundabout has been looked at many times before. The relatively recent "hamburger" scheme has been a good compromise (unless you live on Bayswater Road) but flyovers and the like have been rejected every time.

**** Oxford City's housing need**

As I understand it this site has been added to the plan (after being dropped as unworkable from the recent previous local plan) as a way to meet Oxford City's housing needs. I can hardly think of a less sensible way to fulfil this need as it has major connectivity problems with the city. As stated in 4.114, the A40 is a major obstacle funnelling traffic, including public transport, through two overcrowded junctions. There is supposed to be a public transport link from the Barton Park development across the A40 but this has shown no sign of opening and it looks like work on the major part of the housing on that development has come to a halt so it isn't likely to open any time soon. And even if it did, are there even any plans to connect across the brook to give public transport access to the Barton North development?

It would be much more sensible to locate new housing for Oxford in Oxford where there are sites available which the city council is trying to promote for business use rather than housing use. Thus making the housing problem even worse!

If city housing has to be built outside the city it would be better to locate it near an existing robust transport link; like the new Oxford Parkway railway station.

**** Green belt**

The diagram of the area just after paragraph 4.118 shows much more land being taken out of the green belt than is necessary for the development. What purpose does taking the hillside out of the green belt serve? I suspect it is to make it easier to build houses on that hillside in the future, even though paragraph 4.108 makes it clear that this would seriously damage the views out of the city in this direction. It also unnecessarily puts the site right adjacent to the Sidlings Copse SSSI and Wick Copse Ancient Woodland which are surely going to be adversely affected as a result.

As I understand it the edge of a green belt area is supposed to follow a natural feature in the landscape, like the brook. It is not supposed to follow some random field boundaries that are not even well established.

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.

Drop STRAT 13 as entirely unsound.

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