

From: Korneel Hens [REDACTED]
Sent: 14 February 2019 12:00
To: Planning Policy South
Subject: Individual Response to SODC Planning about the Local Plan 2034, with reference to STRAT 12 Northfield

Individual Response to SODC Planning about the Local Plan 2034

With reference to STRAT 12 Northfield.

Dear Planning Inspector,

We are writing you to inform you that we do not find the Local Plan 2034 legally compliant or sound and we do not know if it complies with the Duty to Cooperate.

We object to the inclusion of the Northfield housing site in the Local Plan 2034 because we have never been consulted about this in at any earlier stage in the development of this Local Plan.

Furthermore, we object to the use of this site in the Green Belt near Horspath because it is important to keep this land open as it separates the village of Horspath from the industrial zone of Cowley. We chose to live in Horspath because it is a separate village, so we do not want SODC to make Horspath into a suburb of Cowley. This development would also destroy the beautiful views and rural landscape in Horspath and our enjoyment of it.

There are several other reasons, listed below, why Northfield should be completely taken out of the Local Plan 2034:

The Northfield site is not suitable for housing development as large areas of this site are too frequently flooded with surface water.

No "exceptional circumstances" exist 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.

The building of Northfield on Green Belt land is in conflict with 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

The harm caused by removing the Northfield site from the Green Belt is greater than any benefits obtained.

The Northfield estate of 1,800 homes would inevitably 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, so a costly new split-line rail junction would be needed.

In the absence of a nearby passenger rail service serving the residents of Northfield, those working in Oxford or commuting further would need to use buses or cars, which would overload existing congested roads.

The decision by SODC to voluntarily provide more housing 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 accommodate some of Oxford city's claimed unmet housing need by building Northfield in the Green Belt unfairly places the City's need at a higher priority above those living in the district.

The true extent of Oxford City's unmet housing need is unconfirmed until the new Oxford City Local Plan 2036 has been examined and this need is confirmed. The City's undoubted housing need could be met within the city by building at higher densities and using more employment land for housing.

There has been no meaningful or adequate public consultation provided by SODC to test the acceptability of its major change in strategy to promote 6 strategic housing sites in the Green Belt.

In conclusion, we request that Northfield is completely taken out of this Local Plan 2034.

We ask that our response is acknowledged by SODC and that we are added to the database for receiving further information about the Local Plan 2034. We would also like to participate in the oral hearings part of the legal examination in Public in the summer.

Best wishes

Korneel Hens and Joke Snoeck

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