

# 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:

<b>Title</b>	Mr & Mrs
<b>Full name</b>	Graham & Margaret Hilton
<b>Business / Organisation name (if relevant)</b>	-
<b>Job title (if relevant)</b>	-
<b>Address line 1</b>	██████
<b>Address line 2</b>	██████████
<b>Address line 3</b>	██████████████
<b>Postal town</b>	██████
<b>Postcode</b>	██████████
<b>Telephone number</b>	██████████
<b>Email address</b>	██████████████████████████████

## 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 Strat 11

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 justification is weak, green belt cannot be replaced and traffic problems have not been fully considered

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.

#### Justification

How can there be a requirement for 'regeneration' of an estate that was developed 25 years ago to handle the mismanagement of Oxford City Council's housing needs? Were the needs of such an estate, which encroached into green belt and added to the already decaying Blackbird Leys estate, not considered as part of the 'master plan' then? Not a good precedent for the new proposals. Oxford City council does not have a good track record on strategic planning (or projects). Brownfield sites exist in the city that are ideal for conversion from redundant office and retail properties into low(er)-cost multiple occupancy flats/apartments. They should be encouraging this rather taking the easier option of expanding the footprint of the city with the associated eco damage due to increased travel from new suburbs.

#### Greenbelt

Greenbelt, once lost, will never be reinstated. Changing green belt boundaries to facilitate the financial gain of a powerful developer, rather than genuine need, will have no limit and it sets a precedent. There are other local land owners with 'pressing reasons' why further green belt erosion should be allowed – the 2049 plan?

It is hypocrisy that powerful local landowner/developers can manipulate the stance of a local authority to discard standards that have dictated what the rest of us have been allowed to do (or not) for decades. Many home owners, like ourselves, have had numerous modest extension plans rejected due to their perceived 'impact on the greenbelt' but money can buy its removal.

#### Traffic

The increased traffic from the proposed new housing, to the new science park development, schools, and Park and Ride will have a significant impact on the already congested A4074 and Watlington Road. These will be the next developments required to alleviate mismanagement of the proposed extra demand, having a significant impact on villages such as Nuneham Courtenay, Sandford, and all existing users who commute on these roads

Q10. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

Yes

Q11. Would you like to comment on another policy or paragraph?

Yes

Q12. 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 TranS1a

Q13. 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	

Q14. 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.

Unsound Justification and no consideration of peripheral traffic problems that the proposal will create

Q15. 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.

**Justification**

From the government's own strategic study this proposal is not being demand driven (less than 2% of current journeys being end to end through the corridor), it is designed to create demand for road links between Oxford and Cambridge with the by product of ribbon development to fuel the local demand and create more (required?) housing in expensive rural areas. IF a demand for commuting between these cities is to be nurtured, shouldn't SODC and other councils be promoting distance working technology and/or rail travel by enhancing the communications and rail networks rather than encouraging more environmental damaging car travel?

**Traffic**

Existing traffic congestion in and around Oxford will not be improved by encouraging additional traffic. The ring road and links into and out of the city are already inadequate. Any new road link to Milton Keynes and Cambridge will not only be used by residents of the terminal cities but will also attract pass-through traffic increasing the load on the existing road network whilst bringing no added value to Oxford or the local area.

Q17. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

Yes

Q18. Would you like to comment on another policy or paragraph?

No