

# 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>	Ms
<b>Full name</b>	Pauline Hull
<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: appendix 4

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.**

I wish to comment on the proposed Bayswater Brook removal of Greenbelt. This opens up a large swath of ground for development and as the proposals from the university and their associated developers show this will be mainly targeted on properties for commuters who will be the only people to be able to afford to live there. Although a certain amount of social/affordable housing will be in the plans as we can see from Barton Park this will be minimal and possibly in the form of flats which are not family homes.

Because of the way scale of the proposals the already overloaded bypass roads will see even more grid lock.

I assume that to facilitate any development there will be future plans to increase capacity on the Bayswater road which will act to cut off the Barton community. The Islip road to the main route to London which is already used as a cut through will suffer because of the increase in traffic.

Councils have a duty of care and support to the communities in their areas. This plan will put economic growth for property developers above the needs of the community. It also will mean that car use and pollution levels will increase both by increased numbers and the amount of green land that will be given over to them. These local plans have all been developed over a number of years prior to the stark warnings about climate change and need to be re-thought radically.

**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 Vale of White Horse