

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	Professor
Full name	Paul Johnson
Business / Organisation name (if relevant)	-
Job title (if relevant)	-
Address line 1	[REDACTED]
Address line 2	[REDACTED]
Address line 3	-
Postal town	[REDACTED]
Postcode	[REDACTED]
Telephone number	-
Email address	[REDACTED]

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: Policy STRAT13: Land North of Bayswater Brook

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.

First, I am very concerned that the Consultation for STRAT. 13 has been unsound. It has been added to the overall strategy very late in the day and clearly breaches the regulations that require that proposals be provided to the local community for careful consideration and response first, before the definitive proposal is then published after the local public response has been considered. At best this proposal has been rushed; at worst there has been underhand behaviour.

Second, the overall Plan for STRAT. 13 is unsound and flawed. The sacrifice of Green Belt land should be an absolute last resort, and should only be proposed once the requirement for such land utilisation is absolutely robust, and once every other alternative avenue has been explored. Neither of these are true for the STRAT. 13 proposal. Specifically:

i) The overall premise is that 28,000 new homes are required. This was based on the Strategic Housing Marketing Assessment of 2014 (SHMA). However, the government has now published an updated 2018 SHMA which gives a lower figure for new housing requirement of 15,000. This reduced number could be achieved without any requirement for sacrifice of Green Belt land. The proposal in STRAT. 13 is therefore, based on outdated and inaccurate data and is no longer required. If actioned, it would breach all agreements and guidelines on the exceptional use of Green Belt.

ii) It is completely untrue to state that the proposed housing development in STRAT 13 will 'not cause serious visual intrusion and damage to 'Oxford's historic green setting' (Local Plan p. 72 3vii,viii), For those of living in the affected area, it would have a huge impact on the views from our houses, as well as introduce significantly increased traffic and pollution into the area. The knock on effects of this would be immeasurable for the existing community. This needs to be carefully evaluated and not dismissed by inaccurate statements in Local Plans.

iii) The proposed road serving the new housing development will have huge financial and environmental implications for the immediate area and to Oxford as a whole. The precise routing for the new road has not been clearly or accurately determined. However, it has been estimated that it will cost £50-70 million. This is an extraordinary price, especially when this housing development is not even needed. However, the proposed area for the housing and road development is renowned for flooding, and it can be safely predicted that the road cost could be significantly greater than outlined in the proposal. The environmental impact of the proposed road would be considerable. This part of Oxford is already renowned for severe traffic congestion. as vehicles from far afield try to access Headington during commuter time. STRAT 13. will make this problem much worse, with significant personal and environmental risks. It also absolutely should not be under-estimated what an impact a noisy road will have on those visiting the crematorium each day. This serves as a vital resource for the community, with many people attending the crematorium for the funerals of family members or friends, and many regularly visiting the crematorium as part of their ongoing grieving or remembrance. By routing the proposed road so near to the Crematorium, the vital tranquility that such people require at these very difficult times, will be destroyed.

As a local resident, I fully appreciate that the SODC have difficult decisions to make to ensure that the needs of all their inhabitants are met. However, the STRAT. 13 proposal is flawed and is unnecessary. It would unacceptably destroy Green Belt land that can never be regained, and would destroy people's current quality of life in order to provide for the greed of underhand developers. This needs to be resisted strongly by SODC rather than promoted.

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

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