

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	Mrs
Full name	Michelle Legg
Business / Organisation name (if relevant)	-
Job title (if relevant)	-
Address line 1	██████████
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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: OBJ 7.1

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.

OBJ 7.1 I question how SODC can openly have objectives wanting to protect the Green Belt when it is blatantly seeking to remove large sections of the Green Belt and replace with large scale development, adversely affecting residents from local villages and communities.

Para 4.21 Worrying to read that the enhanced number of dwellings suggested per annum is taken from the outdated SHMA figure 2011 (openly mentioned in the plan). -Housing need 556 v SHMA 750 dwellings. A plan covering the next 15 years is based on out dated information.

4.31 The housing need figure for SODC does not adequately reflect the unmet housing need for Oxford City or address the Oxford/Cambridge Expressway. Surely it would be more timely to delay the SODC report until at least the city council requirements are confirmed.

If Oxford City Council were to focus developing affordable housing on existing brown field sites, rather than on commercial or student accommodation they may be able to meet more of their own requirements rather than the surrounding district council.

STRAT 6 Green Belt

This Plan contravenes its own policy to protect the Green belt by allowing developments to encroach towards outlying villages (e.g. Northfield Brook/Grenoble Road) by creating urban sprawl from Greater Leys and Blackbird Leys towards Horspath, Garsington, the Baldons and Sandford, There are locations within the district and city where development on existing brownfield locations would be more suitable without encroaching on the green belt.

Given that existing developments in the city (Barton Park) have not had the sales or take-up initially anticipated, does this not reflect the actual demand for housing versus the hypothetical figures quoted in both local plans?

STRAT 11 - It is worrying to see that Greater Leys is deemed in need of regeneration despite huge amounts of financial support, officer time and support from both city and county Councillors. The Leys collectively benefits from many facilities that other villages and communities do not have access to. The Grenoble Road will act as a huge barrier for communities to engage with each other and share facilities, reducing not improving community relations.

There is no clarity that SODC would or would not seek to change the district boundaries should the development go ahead.

Having lived along the Grenoble Road there has been a huge increase in road usage by HGV's and other vehicles using this as an alternative or cut through route from Ring Road/A34 to outlying villages. The traffic along this road and other supporting roads will only increase with an additional 6-8,000 cars with the Grenoble road, yet there are few references to the infrastructure required to accommodate the extra traffic or references to methods to reduce the gridlock experienced currently along Watlington/Garsington Rd and Littlemore/Ring Road on a daily basis.

STRAT 12

This was not included in the draft Local Plan in 2018 and feel that the council has not provided adequate opportunities for the residents to be made aware of this potential development for it to be included in the Local Plan 2034.

As a resident of Horspath, who moved from Greater Leys we made the transition to a village to be able to benefit from village life, access to open space and to immerse ourselves in a village community. Development of Northfield would be the start of urban sprawl from the city into our village, having a direct impact on [REDACTED] small village and its community. Access to the Green Belt Way- often used by [REDACTED] villagers - would be compromised by residential buildings and roadways, totally losing the feel of this circular walk through our county.

The reasons listed within the plan reference the need for removing this area from the green belt due to the unmet housing need, which is challenged above.

With the site owners owning a large percentage of land in the area, I share concerns that this development of 1,800 homes is the 'tip of the iceberg' and further development will be encouraged, impacting further on Horspath and neighbouring Garsington.

2. With pressures on NHS provision within the county there are no guarantees adequate staff and doctors could be found to establish primary healthcare for an additional 3-8 residents in both Northfield or Grenoble Road.

A similar issue arises with the educational capacity, especially as so many school in the area have worrying OFSTED inspection results, causing an additional strain on existing budgets.

STRAT 14 Wheatley

4.120 the Green Belt areas of Wheatley and the Brookes Campus relates directly to the setting of this site and the neighbouring Holton Park (currently Wheatley Park School) which I would argue is more than a 'few' essential characteristics, as referenced in the Local Plan.

4.121 Although Wheatley is a large village the facilities and utilities in the village will be pressured with a large development on the Brookes site. (NHS health practitioners, education) all on roads that are already at capacity. Access roads through the village are daily used as rat runs to connect South Oxford to the M40. this will only increase with additional vehicles. With no provision allocated for pedestrian/cycling access directly into the village car usage will be extremely high, even for short trips to the High Street.

300 homes on the existing brownfield site would be somewhat tolerable - with appropriate facilities - but not more.

Should SODC wish to pursue removing areas of the green belt in the village there are other, more suitable locations that this could be considered and deliver manageable numbers of housing that would be supported by the village.

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.

Remove Northfields from the Local Plan
Remove Grenoble Road from the Local Plan
Keep Oxford Brookes site within the Green Belt and restrict development to the existing brownfield sites (300 homes).

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