

# 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
<b>Full name</b>	Harry John Love
<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:** Policy STRAT11: Land south of Grenoble Road

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.

Proper consultation under Regulation 18 has not taken place.

The "exceptions; circumstances" to remove the Grenoble Road site from the Green Belt is based on a assessment of housing needs in the city which is unproven.

The plan is not sound or complies with the "duty to cooperate" because it has not been based on good evidence, produced cooperatively with other agencies e.g. Highways England, Highways Department of OCC or with enough consideration of transport and sustainability of the local environment.

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.

Individual Response to SODC Local Plan 2034

I have a number of objections and suggestions for the local plan concerning the Grenoble Road and the Northfield proposed developments and house construction within SODC.

After meeting and discussing traffic and transport issues with one of your traffic and transport officers on Saturday 16th February at Wallingford, I have come to the conclusion that the transport and traffic plans and modelling assumptions are fundamentally flawed and also incomplete for the Eastern side of Oxford.

1. The assumptions to your fivefold traffic plan is that everybody works in the centre of Oxford. Thus existing bus routes and cycles paths can be extended to provide the capacity required, I would suggest that only between 25% - 50% of people who live on the eastern outskirts of East Oxford actually work in Oxford itself and the bus routes only cater for people who work along those radial routes. At present if you lived in Rose Hill and worked at the John Ratcliffe hospital it would take you between 1 - 1 ½ hours by public transport to get to work. This is because there a virtually no arc or chord bus routes within Oxford, they all go into the centre, thus forcing people to drive if they live and work on different parts of Oxford's outskirts.
2. Cycling journeys over 15 minutes for working people is unlikely, A majority of business require an employee to be smartly dressed and most firms have no facilities for changing into formal attire or storage for the clothes. Employees do not want to turn up hot and sweaty from a cycle ride and people are unlikely to cycle if the weather is poor. The other problem is facilities to store the bicycles although this should be relatively easy to overcome.
3. The recent Inrix Global 2018 traffic survey has the Eastern Bypass A4142 as the third most congested road in Oxfordshire. According to TomTom survey in 2010 the Eastern Bypass A4142 was the 4th most congested road in the UK. Building 4,800 new homes with the likelihood of between 2,000 - 3,000 vehicles accessing a road already exceeding capacity during rush hour. My understanding is that this has not been examined via the modelling or in any of the preliminary infrastructure and traffic planning.
4. No modelling has occurred at any of the 4 junctions that traffic will enter the Oxford ring road. The 2 main entry points would be the A4074 at Heyford Hill and the B480 Cowley Junctions. There are 2 other possibilities via Littlemore roundabout at Rose Hill or via Horsepath Road junction. The likelihood is complete gridlock on the Eastern side of the city as there is not the road capacity for the vehicles coming from the new developments, unless large infrastructure projects are undertaken, such a making the Eastern bypass 3 lanes and providing a more free flowing solution at Green Road roundabout.
5. The public transport planning has assumed that everyone will work within Oxford, mostly in the city centre. This is patently absurd, I would suggest at least half of the working people in the new developments would work outside of Oxford and would therefore require a car as public transport would not be possible within the commuting timeframe if it is available at all.
6. Some of this traffic would be accessing the A34 and if heading Northbound will join the most heavily congested road in Oxfordshire, A420 junction at Botley to the M40 junction according to recent Inrix Global 2018 traffic survey, obviously creating increased congestion.
7. The additional traffic from the new developments on the A4074 would exacerbate the existing traffic problems within Nuneham Courtenay. This is a village cut off from itself due to the constant flow of vehicles along the A4074 for at least 12 hours a day 6 - 7 days a week. This traffic as already causing historic buildings to suffer through the traffic vibrations and the noise and air pollution for the residents This would be further increased by the building of a Park and Ride scheme within the Green Belt between Sandford Science Park and Nuneham Courtenay. The proposed Park and Ride is to be built on grade 1 - 2 land, high quality agricultural farm land, when the world requires more food not less. The A4074 can be backed up through Nuneham Courtenay at rush hour and there would be marked

increased traffic through it if a new Park and Ride is developed on the Green Belt, especially if existing Park and Rides are closed like Redbridge.

8. The new Pick Me Up bus service run by the Oxford bus company is mooted as the a major problem solver for rush hour, the problem it greatest strength is also its greatest flaw. It is very flexible, but you cannot guarantee arriving on time for work as you are dependent on where the other passengers are going.

9. Unfortunately modern life with children does not allow easy use of public transport if you need to take them to school and get to work yourself and then pick them up. As I have reiterated above public transport and cycling are the only measures being planned.

10. The possible light railway line would again be only useful if you worked in the centre of Oxford or you lived in the centre of Oxford and arrived by train and then commuted to the Science Park or the Car Plant. and vice versa.

11. At present, Horsepath has no public transport and the bus service was discontinued approximately 3 years ago. This is a village that is less than 2 miles from the outskirts of Oxford, thus forcing residents to use cars. The congestion runs back to Horsepath from the Eastern Bypass A4142 and Pick Me Up service does not run there. This is a reason why I am extremely concerned that the transport plan is pinned on the bus routes, as the above example shows it is very easy for an area to be suddenly cut off from the public transport network as has happen to Sandford - on - Thames and other villages in South Oxfordshire within the Green Belt at one time or another; the timetable changes making it impossible to commute to work or the bus does not turn up due to a lack of drivers.

12. Building the Park and Ride where planned will allow further development to the western edge of the car park ,as it can be argued that the area between the Science Park and the Park and Ride is no longer Green Belt. Thus hugely increasing the area of Green Belt being developed. As appears to be happening at Redbridge there will be pressure for the new Park and Ride to be turned into housing as it already is built upon and thus the cycle begins again.

There are only 14 Green Belts within the UK, and due to Oxford unique setting it has one. Oxford and Cambridge were cited when the legislation was enacted to help preserve their unique character. The eastern side of the city has had Blackbird Leys built when there was an informal Green Belt, and Greater Leys was constructed on Green Belt.

The problem is they will always be good reasons to build on Green Belt and if these developments occur then, again there will be a clamour for more housing for Oxford and the city limits increase outward again swallowing ancient villages like Sandford - on -Thames, Nuneham Courtenay, Horsepath, the Baldons, Garsington and Wheatley.

Greater Leys was built within the parish of Sandford - on -Thames, it is now been absorbed by Oxford City. The Green Belt especially for the poorer parts of the city which Blackbird and Greater Leys form a part, provide valuable green spaces, walks, nature close at hand within easy walking and cycling distance, The health benefits for the residents are enormous, considering the lower life expectance and general poorer health compared to the wealthy parts of Oxford and Oxfordshire is important to remember that the eastern side of the city contains some of the most deprived areas of Oxfordshire.

Sandford - on -Thames is one of the summer time places to visit on a nice sunny day for residents east of the city. It is within a short car, cycle ride or longer walk and provides a river walk, swimming and a nice pub with a garden. Another 4,800 homes could cause a large problem along Church Road with access, parking for residents. There is already problems on Oxford United match days with cars being parked anywhere turning a narrow road into a nightmare for cars trying to pass one another as there is no room to pull in; the road has become a single lane.

With regards to the housing crisis within Oxford City, a large part of this has been caused by the expansion of the universities especially Oxford Brookes. The city has not forced the universities to build enough flexible dense accommodation to house all their under and post graduates. This has led to whole swathes of the city becoming student housing. I would estimate over 40 - 60% of all the streets around the Cowley Road from the Plain back to Southfield Road is student shared houses. This does not include Headington, Jericho or other areas of Oxford. This has led to the high rents and house prices that has caused such large problems for Oxford. Building dense student accommodation will go a long way towards solving the housing crisis with Oxford City freeing up at least 5,000 homes and flats for non students. There is certainly enough land within Oxford City to construct more housing developments and the student accommodation proposed.

It is important to remember that Oxford City and the various colleges have a vested interest in building on the east side of the city not within the city boundaries, as they own the land along with Thames Water. A conservative estimate of land prices would put the 2 developments together at approximately £500 million. My assumptions are average house selling price £250,000, cost to build £100,000 - £120,000, profit to developer £30,000, land price £100,000. 5,000 houses at £100,000 = £500,000, £½ billion.

The various historic villages that include Sandford - on -Thames, Nuneham Courtenay, Horsepath, the Baldons, Garsington and Wheatley the residents all wish to remain within the SODC and do not want

become part of Oxford City, and want to retain their rural nature with the Green Belt being an intrinsic part of this.

I believe that a majority of development within the UK especially by the big house builders are of a poor design and at least 50 years behind the times. The construction of 2 up 2 down houses squeezed onto smaller and smaller plots as land prices continue rise. As a county we need to be building to higher densities and looking at other countries and good developments within the UK. A good place to start would be Poundbury, the Prince of Wales development as it seems to have managed to make a community with small business and workshops not a commuter belt. The town houses in Brussels for example are 4 - 5 stories high and have basements garages for 1 - 2 cars and a steep slope to drive onto the street and full house width access into the rear garden from the basement garage. Other European counties such as Germany, France etc...and the brownstone properties seen in US films in New York show 6 - 8 stories buildings with flats in a block length. Modern designs will contain underground parking for the flats, thus ensuring high density housing and sufficient parking for residents. We cannot increasing build over the countryside, we need to build at higher densities, better designs not just in the housing, but also in the community spaces and modern and better building construction. The 22 retirement flats that are being constructed within the centre of Wallingford appears to be the type of well designed and constructed development that I am advocating.

Villages need to do their part and allow well designed flexible dwellings to be constructed as infill or poorly designed housing to be demolished and better designed buildings with perhaps a greater density be constructed in their place. Flexible buildings means it has the ability to easily change the interior depending on the needs of the inhabitants. This means no or minimal load bearing walls or preferable columns within the internal structure of the building. The reasoning behind this is modern society is changing very quickly, no one knows how we are going to be living in 20 - 30 years time and the likelihood is a lot of people will be remote working and having a structure that can be easily changed by removing and putting up walls if required allows the structure to be adapted to suit different people. All services in accessible identifiable conduits increases the future proofing of these buildings.

Finally it appears to me that the Oxfordshire District councils are rushing through these Local Plans in such a short time span with little thought to the ill judged and damaging long term consequences of their decisions on the local environment and people to receive a £250 million grant from Central Government.

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?

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 South Oxfordshire

I would like to be added to the database to receive planning policy updates for Vale of White Horse