

South Oxfordshire Local Plan 2034

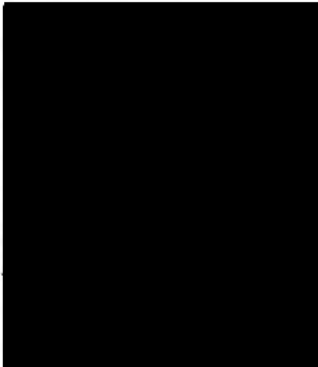
Part A - contact details

Are you responding as an:

Individual

Individual contact details

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	Jill Penelope Love
Business / Organisation name (if relevant)	
Job title (if relevant)	
Address line 1	
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Postal town	
Postcode	
Telephone number	
Email address	

Part B - your comments

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

I cannot see how the plan can be legally compliant in any shape or form.

I intend to draw your attention to all the many factors which support my conclusion both to the housing need and the Park and Ride scheme in the parish I have attended 2 of the meetings/information hubs, Sandford - On - Thames on 24th January 2019 and in Wallingford on 16th February and have spoken to members of SODC and your traffic and transport officer at length. I have also carried out research to equip myself with facts.

- The Green Belt, 14 areas in the UK were created to protect historic cities like Oxford and Cambridge and to keep our open spaces.
Over the past decades Oxford City is guilty of destroying our Green Belt with the creation of Blackbird Leys and Greater Leys and now Grenoble Road. Replacing our 'green and pleasant land' with concrete jungles, poor housing combined to create areas of social and physical deprivation. There are statistics to support this. I have lived in Oxfordshire for 52 years and worked within Oxford City for 9 years and in Berinsfield for 22 years, both occasions in areas of deprivation.
- Removing Grenoble Road site from the Green Belt is not acceptable, removing an area of recreational pleasure, reducing natural habitats for our creatures. An area for walking, relaxing, thinking, away from the stresses and strains of everyday life.
- I have concluded that the Oxford City Councils are greedy, prepared to rob the surrounding villages of their character, increase pollution, noise levels wanting to create urban sprawl at other peoples expense.
- Oxford City has land within its boundaries. It has allowed increased expansion in student numbers in Brookes University and the University Colleges without insisting that such expansion goes hand in hand with increased student accommodation provided by the colleges.

and releasing dwellings for rent or purchase by the non student population. There is land within the city which could be used for housing but would not produce the revenues created by businesses. Oxford has 2 golf courses within the city benefitting those who can afford to use them. Housing and other leisure activities could occupy these spaces.

The creation of the Westgate Shopping Centre is a thoughtless travesty. Increasingly there are empty shops in the High, Queen's Street and Cornmarket. The City Council should be working closely with the colleges to convert these retail areas into accommodation.

- The projected population of Grenoble Road will work in Oxford and travel to work by public transport. How do the planners know these facts, bus, Pick Me Up, cycle or walk. Many people I know do not work in the centre of Oxford, or on the routes in. To get to the hospitals by public transport it is necessary to go into the centre first, changing buses. If there is a shortage of drivers, the buses don't arrive. Many people will work further afield and must have and use their own transport. Families where both parents work, or single families will need their own transport unless they work close to schools. Cycling is fine if you can arrive at work being very casual without the opportunity to shower and change. Walking to the Science Park if the weather is suitable.
- 3000 dwellings would create or mark, if not enormous increase in traffic. The Eastern and Southern Bypasses are congested, jammed often daily, now. Put 1000 or more vehicles into the present situation and the area is more grid locked than usual, a laughing stock for the rest of the country and world.
- On 14th February returning from Dorchester on Thames at 4.10 PM I forgot the time and ended jammed from the other side of Nuneham Courtenay A4074 to the Heyford Hill Roundabout, certainly by 5 PM this is the norm. Traffic from Oxford was equally jammed. Road congestion is very hard for businesses where the drivers are only allowed a certain period before they must have a break. For the residents of Nuneham Courtenay crossing the road is a hazard.

- Mention has been made of using more Park and Ride buses, how is that to work when the roads leading in to the City Centre are already congested. Is the plan to increase the width of the city roads but demolishing homes and businesses as they do in China.
- Where road improvements would be possible, this would require many millions of pounds, create even more traffic chaos and cause some employers to re site elsewhere in the country.
- Inrix Global 2018 Traffic Survey puts the Eastern Bypass A4142 as the third most congested road in Oxfordshire. In 2010 TomTom through it's survey recorded the Eastern Bypass A4142 as the 4th most congested road in the U.K
- This is most likely worse since Horspath has no public transport and so residents rely on cars and taxis to get in and out of the village. This state of affairs has existed for at least 3 years.
- The proposed Park and Ride in the Sandford Parish would not be built on waste land but on good quality farm land. As a country we need to become more self sufficient in food production. The people of the world need food and so does our own population. Produce for people nearby is very cost effective and reduces the waste of valuable resources.
- It has been suggested that the Red Bridge Park and Ride would close with cars travelling further to park. Instead of leaving the A34 for a short distance and parking. It would be necessary to travel along the Southern Bypass and then along the A4074, thus increasing congestion and pollution. What would happen to Tourist buses?
- With gas and water works over the past few months travelling in and out of Sandford-On-Thames is difficult often Church Road is more like a single track road.
- The proposals need to be dismissed, they are not feasible. No proper thought has gone into the plans.
- It appears that Oxfordshire District Councils are rushing through plans with no understanding of their long term consequences, or understanding of the types of buildings which are needed for 21st century, simply for a Central Government reward.

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

No

Would you like to comment on another policy or paragraph?

No

Future contact preferences

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