

**From:** Nicola Mallows [REDACTED]  
**Sent:** 18 February 2019 09:09  
**To:** Planning Policy South  
**Subject:** SODC Local Plan

FAO: SODC Planning, and Government Planning Inspector,

After exhaustive lengthy consultation procedure on SODC Local Plan 2034: an omission

We pay exorbitant rates, ( some of the most expensive per capita in England) to be shafted by our Council, so that very soon we could become a suburb of Oxford.

We want better accountability and better services, better clarity and above all true democratic consultation.  
This SODC Plan has been rushed through, without due consultation, or respect for local opinion.

The Green Belt is what keeps villages like Stanton St John and Beckley rural, separate, and relatively sustainable.

Since 2017 we have become completely car dependent, since SODC no longer sees fit to subsidise a local bus service for these 'dormitory' villages. 5 miles from the centre of Oxford, 1.5 miles from Barton, 2 miles from Thornhill Park and Ride, yet Stanton St John/ Beckley residents no longer have access to any local bus services without using a car to get to a bus in Barton, or Thornhill.!

SODC should live up to one of the principles it preaches: sustainability.

Before building more houses, and link roads, all over our Green Belt farmland, give the out-lying villages back some essential services: provide bus services, better less polluting vehicles for school transport, (Walters buses are non eco. , diesel, way past their sell-by date )

SODC needs to polish up its act before it embarks on a major building bonaza.

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