

[REDACTED]

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**From:** Planning South  
**Sent:** 03 November 2020 08:24  
**To:** Planning Policy South  
**Subject:** FW: LP2034/5

Good morning,

Please see the email received below for your attention.

If you require anything further from us please do not hesitate to ask.

Thank you  
Aaron

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**From:** Nikki Mallows [REDACTED]  
**Sent:** 02 November 2020 16:57  
**To:** Planning South <planning@southoxon.gov.uk>  
**Subject:** LP2034/5

Copy of my letter to Robert Jenrick

#### **Response to modifications following EIP to SODC 2034/5LP**

So much to complain about - not least the authoritarian calling in of the SODC2034 LP which was an insult to the people of South Oxfordshire who voted quite clearly against the adoption of the 2034LP because of the damaging effect it would have on Oxford and the Green Belt.

We were told by our MP ( JohnHowell) to trust in the planning system, to wait for the Inspector's report following the SODC LP2035 EIP.

What a nonsense.

Localism, consultation, our opinions, common sense, fair play have all gone out the window.

Inspector [REDACTED] went through the motions of listening, and then steamrolled over everyone. All speakers except for the developers were cut short. Indeed the Inspector even invented last minute off the cuff modifications with personal suggestions during the hearing in order to enable Pegasus to go ahead with Strat 13 (Christ Church LnBB,) despite sound argument against (serious damage potential SSSI Sydlings Copse, LnBB site is financially unviable and therefore unsound, having no supporting transport infrastructure or proven no-car strategy. It is prime, highly visible Green Belt open amenity land, outside the A40 ring road. There is no justification for including this site in the plan. If it were to be removed it would not affect the HIF deal money.

What a disaster awaits: Build Build Build

2019 = a .02% loss of the Oxford Green Belt,

2020 = 20% potential loss of Green Belt as Six Strategic Sites are put forward, against the vote, to provide for Oxford's housing 'need'.

None of these strategic sites will benefit South Oxfordshire.

Oxford has no real unmet housing need other than for Key Workers.

A SHMA driven, market led housing solution will result in an unacceptable 20% loss of Green Belt + mind boggling traffic increase, a gridlocked Oxford.

The Consultation now at the very last stage of Modification, proves that the Inspector has, as suspected, sided 100% with the Growth Deal. ££££ for Roads, conditional on more housing. Housing that is wrong for Oxford. The process stinks.

HIF money only for Roads, leading to or bypassing dead-end edge of city housing that will invariably be car dependent, with little or no local transport or good access to public amenities. No schools, surgeries, sports or amenity land. No woodland, wildlife corridors. No thought for climate change or the health and happiness of the people of Oxford or the separateness of outlying villages. HIF means money for the boys, not the people.

The EiP SODC 2035LP Modifications are entirely for the convenience and enablement of large scale developers. At the EiP the Inspector would only consider sites that could deliver 500 units +. Smaller developers were not allowed to submit development proposals, only the big boys. None addressed the very real concerns and complaints that local residents have: no guaranteed social housing, no retirement homes, no schools, no local transport, no cycle lanes - just roads.

So much for Localism!

All the wrong sort of houses (for incomers) in the wrong places, nothing for the residents of South Oxfordshire.

The Modifications are mainly a series of cross outs to obfuscate mitigation, or give room for changes. They give the green light to development proposals irrespective of local concerns or democratic objections. Consultation responses have been systematically ignored. Mitigation suggestions will be next. Localism - HmMMM.

We have been patient. We have resorted to voting against the Conservative party at local level because the Conservative government has shown no regard for local people. It is time you acknowledge the tempered mindset of Oxfordshire. the Conservatives are deeply unpopular. We are all completely fed up with being ignored. Localism - HmMMM.

We have tried our hardest to make our voice heard. Homes England and the Growth Board, and [REDACTED] OCC show an extraordinary lack of respect for our very well considered objections. Inspector [REDACTED] appears to have been given a Brief, and has systematically stuck to it, with the HIF deal (a risible £215M ) from Growth Board, going to Didcot ( to alleviate traffic problems caused by building too many houses). Even though the people of South Oxfordshire have voted against roads, we are getting them whether we want it or not.

IF the Conservative Party believes in the Green Belt, (as you say you do) , then I suggest you explain yourself in Parliament.

Listen to the Locals: give us back the approved and already consulted upon SODC 2027LP which provides sufficient land banking to keep house building ongoing until 2025, enough time to draw up a new plan: less damaging to the Green Belt. New strategic sites can be chosen. Reconsider the SHMA formula which has vastly inflated housing need figures. Build what is needed, not what is 'greeded'. Market driven edge of city housing in the Green Belt is irresponsible and inappropriate. This is not a sound way of kick starting the economy, but it will guarantee an Oxford gridlock!

[REDACTED] is clearly prioritising vested interests and the aggregates industry above what people either need or want.

Homes England is pushing for housing schemes that are inappropriate and will ruin Oxford.

The Dept of Transport should not run, or ruin the Country: houses that no-one wants, to 'justify' a 'put on hold' Expressway .

This is out dated road centric car dependent thinking.

The Government should initiate centralised repair and maintenance programs for the many people who will need employment and retraining post Covid19. Use this opportunity to involve and employ people so they value what we have, what makes society tick. Maintain and repair before building on greenfield and Green Belt. Think wildlife corridors, give roads a wider birth, think health and well-being, give people a purpose.

There is a change in attitude toward land: it is not a commodity, it is finite.

The psychological and physical benefits of the Green Belt are proven, work habits have changed since CV19, Growth Board projections may not happen as predicted, urban offices could become be a thing of the past freeing up

buildings within cities for potential change of use into cheaper smaller urban housing bring life back into the centres. Car dependent edge of city housing is outmoded 20th century thinking. Centralising employment into the historic centres of towns such as Oxford not only exacerbates traffic but adds hours to journeys. The long distance commute should be a thing of the past, not designed On Plan in a crazed attempt to kickstart the Economy. Peoples attitudes and aspirations are changing.

We want a better balance between North and South, an investment program that distributes growth and wealth around the country. Climate Change and Natural England should be the new Modus Operandi - not Roads .

HIF deal £215M: Didcot has indeed suffered from houses being built without adequate road infrastructure, being poorly planned from the start. Road relief is now desperately needed in order to ease the inevitable traffic build up generated by such a lot of housing. It's not the money or the infrastructure that we object to, its the poor strategic thinking: the Growth Board Deal comes with a condition to build yet more housing, for good or bad, which in turn will generate yet more traffic, and further congestion. It's a self fulfilling prophesy.

Inspector [REDACTED] commented on this during the EiP, but because the 'deal was done', because Oxf County Council has accepted the Growth Board Deal and HIF money, it is now obliged to provide to build houses whether they are needed or not.

The £M dollar Question is: 'where'?

HIF money in OCC coffers to build new infrastructure, no funds to repair or maintain existing infrastructure, houses everywhere.

Oxford cant take it, and why should it? The lie of the land is all wrong, and housebuilding at this level threatens to ruin the whole of Oxfordshire, depleting the Green Belt, linking Oxford with Kidlington, wolvercote with Woodstock. Houses all around. Even more congested roads.

No-one objects to central government funding if it relieves and repairs, but its the Conditions and 'Deal' that we object to

New road infrastructure that is conditional on generating unnecessary and unwanted housing is short term gain for long term pain resulting in overdevelopment and loss of green amenity. This is not sound strategic thinking.

No-one objects to central government money if it improves our quality of life, but this Growth Board Deal is a blue print for unwanted development over open, valuable( sic) greenfield Green Belt amenity land. £££ at its core. Quick fix.

The methodology for generating affordable housing for Oxford's so called unmet housing need, based on SHMA, is inappropriate because it will provide more market driven developer led housing, that is neither wanted, nor needed. What we need is a central government Relieve Repair and Maintenance fund, not a New Infrastructure for LEP benefit fund.

The Growth Board Deal shows a very serious lack of respect for the people of Oxfordshire:

It is poor strategic planning which ignores Green Belt policy, proposing new development on open greenfield land around the outer edge of the city Let's call it the Greed Belt: all the strategic sites look remarkably well positioned to justify another major infrastructure project,,: an A34/ M40 relief road to the south of Oxford, or shall we just call it an Expressway?! One way or another the Road Lobby gets its way, and Homes England continue to plunder open land as if land is a liquid commodity.

Land is finite. We should be regenerating housing stock within city limits, creating public green amenity as a matter of course. The Government should be supporting brownfield clearance as a matter of policy before considering sacrificing open land.

Government should adjust policy to acknowledge this as a basic development requirement.

The open nature of Green Belt land (its historic success story), has effectively made it the most promising planning tool of tomorrow - simply because it is open, clear of development, and easy to access perfectly positioned just outside Oxford. Who wouldn't want to gobble it up?

Growth at any cost, jobs for the boys, in league with the aggregate lobby, settle for the easiest option, thinking you will kick-start the economy..... Well done everyone: great future ahead of us!

I suggest a public works program that trains the young and repairs our townscape and local amenity infrastructure, so the next generation learns to appreciate what we have before you concrete over all the countryside. Cycleways, buses, trains before roads and more houses.

Yrs ever, frustratedly

Nicola

Nicola Mallows  
Gresswell Environment Trust



[REDACTED]

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**From:** Planning South  
**Sent:** 01 October 2020 14:42  
**To:** Planning Policy South  
**Subject:** FW: SODC LP2035 MM17

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**From:** Nikki Mallows [REDACTED]  
**Sent:** 01 October 2020 14:40  
**To:** Planning South <planning@southoxon.gov.uk>  
**Subject:** SODC LP2035 MM17

Re: South Oxfordshire Local Plan: MM17 on SODC LP2035 will increase traffic on Oxford's highway network, and will affect Sidlings SSSI.

Dear Mr Duffield

I write concerning MM17 on Strat 13 of the SODC LP2035 Hoping that you as leader of Planning at SODC can influence the argument for removal of LNBB from the Local Plan.

Inspector [REDACTED] put forward a main modification proposal for Strat 13 for a 'no car, sustainable transport policy' that however admirable and welcome as aspirational thinking, is far too unproven and unenforceable to guarantee mitigating the inevitable traffic impacts on the A40 and around the already congested Marston interchange. No study or modelling has been carried out. A modification needs to be proven effective before adoption.

Strat 13/ LNBB will exacerbate traffic build up on and over the A40 since it is wholly reliant on the Marston/A40 interchange. It is also likely to affect Headington Green Road roundabout. Traffic will build up along this already congested stretch of the A40, and affect traffic further across the County. This is poor strategic transport planning.

Removal of Strat 13 from the Local Plan will in no way damage the Growth Deal for Oxford.

Strat 13 represents only a minimal provision of social and affordable housing.

Oxford's 'housing need' is proven to be less than the 2014 SHMA allocation on which the LP2035 is based. Housing numbers have been over-estimated, so SODC and County can now afford to 'lose' this strategic site without affecting the overall Growth Deal.

Master planning has not been fairly or responsibly carried out.

There is insufficient evidence that Sidlings Copse SSSI will not be seriously affected by LNBB.

Strat 13 must therefore be considered irresponsible, outdated, unviable and unsound.

I ask you to advise councillors( OCC and SODC) to recommend for Strat 13 to be removed from the Local Plan.

Nicola Mallows

[REDACTED]

[REDACTED]

[REDACTED]