

[REDACTED]

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**From:** Anton D'Abreu <[REDACTED]>  
**Sent:** 28 October 2020 15:00  
**To:** Planning Policy South  
**Subject:** LOCAL PLAN : Northbrook -1800 home proposed development  
**Attachments:** Proposed-Main-Mods-Comments-Form-Final-1.docx

Dear Sir/Ms

I am an owner occupier [REDACTED]. From reports I understand that the 1800 house Northbrook housing plan has been provisionally assessed as sound. You have asked for comments and mine are quite specific and I believe should carry weight.

I have no experience of housing planning but I do have management consultancy experience of transport related issues.

I personally believe it might be difficult to argue against a 600 house development if that was supported by housing needs though the impact on the village of Garsington - both in terms of character and the spatial identification of the village - would have to be negative.

However if my information is correct I believe **an 1800 home development should be ruled out for quite specific Transport related reasons**. I understand that the recent Planning inspection 'only dealt with questions the inspector wanted answered' and that this did not include 'the resultant expansion in road traffic in and through Garsington '

Has Oxfordshire County Council Highways dept been consulted ? While the SODC plan shows how 1,800 houses can be 'fitted in' -there is NO estimate of the increase in local traffic and the major highway alterations required.

May I draw to your attention the following statements made in relevant government documents that should be guiding the current assessment:

**A) Section 9 of the National Planning Policy framework Feb 2018 (page 30)**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf)

"Transport issues should be considered from the earliest stages of plan-making and development proposals so that..."the environmental impacts of traffic and transport infrastructure **can be identified, assessed and taken into account** – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; patterns of movement, streets, parking and **other transport considerations are integral to the design of schemes**, and contribute to making high quality places"

**B) Chapter 5 of the Dept of Transport Guidance on Transport Assessment (page 36)**

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5.2 Development plans will only be credible, authoritative and deliverable **if transport considerations are fully factored into their development from the outset**

5.3 Within this context it is clearly important that **the transport impact of alternative spatial development patterns are properly assessed at an early stage...**

5. 15 When assessing the development of individual sites (as proposed in the relevant...documents), trip generation \* estimates should, where possible, be derived using similar methodologies and assumptions as are applied in the

planning application stage. **The fundamental issue is the need to establish the amount of trips and/or residual traffic that would be generated by the development proposals.**

## TRAFFIC CONSIDERATIONS

### Key points

1. Garsington is a historic village with a highly unusual road layout which is likely to require radical and fundamental alteration to allow for the increase in traffic from the proposed 1800 home development
2. The Hairpin bend would need to be hugely altered to allow for the resultant increase in traffic. As 2 'major local' roads and 2 'minor local' roads meet at this hairpin bend a roundabout would be the conventional alteration required. But the hairpin bend is on a relatively steep hill which may preclude a simple roundabout. Land clearance impacting the Village Hall, the former public house 'The Plough' and woodland demolition would be involved - which could be extensive and involve building demolition if a simple roundabout was inadequate.
3. There are 2 'single pass only' pinch points in the village, one descending from Fox Close to below the Village Hall, the other on the Wheatley Road after the Junior School entrance. Removing both pinch points would require demolition of land, gardens or footways adjoining, or part of, existing housing
4. Arguably the replacement of the hairpin bend by a roundabout would fundamentally and irreversibly alter the character of the village. Indeed the impact of introducing roundabouts to village developments has to my knowledge curtailed the planned size of some small scale developments. If so, what should that consideration be for a large scale development.

### Background Data

The average number of cars per household in South East England is 1.37 and 16% of homes have no car (2018 figures)  
<https://www.nimblefins.co.uk/number-cars-great-britain>

Take 1800 households (less 300 with no car) = 1,500 x 1.37 = **roughly 2,000 extra cars using the Oxford Road** - but much would depend on which direction the traffic flow is (to Cowley or to Garsington)

Say conservatively on a weekday/workday only 33% of these vehicles typically drive in the Garsington direction that would imply **an extra 650 cars** - typically at rush hour AM and PM

\* A trip wire has recently been laid (by SODC ?) at the Unipart end of the Village which will count the present volume of traffic - likely to be a small fraction of the traffic resulting from an 1,800 home development.

I hope my specific objection - namely to the impact on a constrained existing village road infrastructure of the volume of traffic from an 1,800 home development requires drastic revision of the proposal.

**I ATTACH A FILLED-IN COMMENT FORM 'S.O. LOCAL PLAN PROPOSED MAIN MODIFICATIONS'**

Sincerely

Anton D'Abreu



## South Oxfordshire Local Plan Proposed Main Modifications Consultation Comment Form

**Please return by midnight on Monday 2 November 2020** via email [planning.policy@southoxon.gov.uk](mailto:planning.policy@southoxon.gov.uk) or post to Freepost SOUTH AND VALE CONSULTATIONS (no stamp is needed and no further address is needed)

This form has two parts:  
**Part A** – contact details  
**Part B** – your comments

### Part A

Are you responding as an: (please tick)

Yes Individual
                 
  Business or organisation
                 
  Agent

A name and contact details are required for your comments to be considered.

	1. Personal Details	2. Agent Details (if applicable)
Title	<input type="text" value="Mr"/>	<input type="text"/>
Full Name	<input type="text" value="Anton Patrick D'Abreu"/>	<input type="text"/>
Organisation (if relevant)	<input type="text"/>	<input type="text"/>
Job Title (if relevant)	<input type="text"/>	<input type="text"/>
Address Line 1		<input type="text"/>
Address Line 2		<input type="text"/>
Address Line 3		<input type="text"/>
Postal Town		<input type="text"/>
Postcode		<input type="text"/>
Telephone Number		<input type="text"/>
Email Address		<input type="text"/>

### Sharing your personal details

Your name, contact details and comments will be shared with the Planning Inspector and a Programme Officer, who acts as a point of contact between the Council, Inspector and respondents.

This means that you may be contacted by the Programme Officer or the Council with updates and in relation to any necessary consultations on the Local Plan. This is in accordance with Regulation 19 and 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012, Regulation 13 of The Environmental Assessment of Plans and Programmes Regulations 2004 and Regulation 102 of The Conservation of Habitats and Species Regulations 2017.

We have received assurance that the data passed to the Planning Inspector and Programme Officer will be kept securely and not used for any other purpose. The Inspector and Programme Officer will retain the data up to six months after the plan has been adopted.

Comments submitted by individuals will be published on our website, alongside their name. No other contact details will be published. Comments submitted by businesses and/or organisations will be published, including contact details.

Please refer to our Privacy Notice regarding how your personal data is used for this consultation, available on our website [southoxon.gov.uk/newlocalplan](https://southoxon.gov.uk/newlocalplan). If you would like to know more about the councils data protection registration or to find out about your personal data, please visit: [southoxon.gov.uk/dataprotection](https://southoxon.gov.uk/dataprotection)

### Future contact preferences

As explained above, 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 consultation 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):

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

## Part B – Please use a separate sheet for commenting on each proposed main modification or consultation document

You can provide your comments on the Emerging South Oxfordshire Local Plan Proposed Main Modifications in this section.

The list of documents you can comment on are:

- Schedule of Proposed Main Modifications
- Schedule of Policies Map Changes
- Sustainability Appraisal Report Addendum
- Habitats Regulations Assessment Addendum

**Please note we are inviting comments on the Proposed Main Modifications and documents listed above only - this is not an opportunity to make comments on any other part of the Plan.**

If you are commenting on the Main Modification document, please provide the main modification number (for example MM1) in the box below.

If you are unsure of the 'modification number', please refer to the Schedule of Proposed Main Modifications.

If you are commenting on any of the other consultation documents (for example the Sustainability Appraisal Addendum), please provide the relevant section, paragraph or page number in the box below:

Modification Number or Document, section, paragraph or page number

Local Plan: Northbrook Development

Please provide your comments below:

If your comments are over 500 words it would be really helpful if you could also provide a summary of your comments using the text box in the next question.

If you wish to include any supporting documents, please attach them to this comment form.

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(Continue on page 5 if necessary)

If your comments cover more than the boxes provided, please use the space below to provide a summary. You are not required to summarise your comments, but a summary would help us in our reporting.

Please provide your summary below:

I hope my specific objection - namely to the impact on a constrained existing village road infrastructure of the volume of traffic from an 1,800 home development requires drastic revision of the proposal.

**Thank you for your comments.**

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