

[Redacted]

From: John Gallacher [Redacted] >
Sent: 01 November 2020 19:32
To: Planning Policy South
Subject: SODC response
Attachments: SODC response.docx

Please see attachment

Prof John Gallacher PhD AFBPsS CPsychol FFPH
Director of Dementias Platform UK

[Redacted]



1st November 2020

Dear Sir/Madam

Below is my response to the Major Modifications to the SODSC local plan

Yours sincerely,

Professor John Gallacher

MM2

Although the plan does not explicitly refer to Bayswater Farm Field (BFF), this field is clearly included in the Indicative Concept Plan as a low density development. It has been established that BFF is separate from STRAT 13. It was not introduced to STRAT 13 with due process and BFF should not be implicitly included in its plans.

Development of BFF will directly and fundamentally impact Sandhills:

Roads in Sandhills are already at capacity. The proposal will inevitable substantially increase road traffic which will be pushed through existing Sandhills roadways i.e. without any improvement to infrastructure capacity to manage this.

1. This proposal will not reduce risk of flooding
2. This proposal will increase congestion and carbon emissions
 - a. There is already significant congestion exiting Sandhills at peak times.
 - b. Additional traffic will increase carbon emission and NO₃ pollution
 - c. Additional traffic will increase existing congestion and parking problems throughout the estate which has narrow roads
3. This proposal will not reduce the need for travel as Sandhills is a commuter location for the Thames Valley, the overwhelming majority of journeys being by car.

MM4

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1. This proposal will increase congestion and carbon emissions
 - a. There is already significant congestion exiting Sandhills at peak times.
 - b. Additional traffic will increase carbon emission and NO3 pollution
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2. This proposal will not reduce the need for travel as Sandhills is a commuter location for the Thames Valley, the overwhelming majority of journeys being by car.

MM9

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The proposal does not provide compensatory environmental improvements for the loss of BFF or its loss on biodiversity. On the contrary it removes amenity from the residents of Sandhills by the loss of green space and the re-routing of the bridle path through the development itself. This re-routing is a cynical use of land by the developers.

The importance of green space for mental wellbeing has been highlighted by COVID. This is an opportunity to set a standard for environmental health, not intentionally reduce it.

In relation to biodiversity, the area surrounding the brook at Sandhills is designated by the Forestry Commission as an area of Countryside Stewardship Scoring Woodland Priority Habitat Network. As such it should be protected.

MM17

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The plan includes access to the BFF site from both Sandhills and Bayswater Road:

1. There is already significant congestion exiting Sandhills at peak times.
2. Additional traffic will increase carbon emission and NO3 pollution
3. Additional traffic will increase existing congestion and parking problems throughout the estate which has narrow roads
4. Given the high levels of existing congestion in Bayswater Road it is inevitable that through traffic from Bayswater road will access the A40 via Sandhills. Sandhills will become a rat-run. This does not reflect the nature of the Sandhills community which was Oxford first garden suburb. On the contrary it will fundamentally change it to an urban thoroughfare.

How is this legally admissible?