

[REDACTED]

From: Eliane Glaser [REDACTED]
Sent: 02 November 2020 20:29
To: Planning Policy South
Subject: Consultation on Proposed Main Modifications of the SODC Local Plan

I would like to respond to the consultation.

Thank you

Eliane Glaser
[REDACTED]

My objections to building on the Land North of Bayswater Brook are as follows:

I do not believe it is necessary or desirable to encroach on the Green Belt.

The development has been sold on the idea that affordable homes for key workers will be built, however I believe that high-value luxury homes will be built, maximising profits for landowners and developers, and ruining valuable countryside in the context of a climate emergency.

Additional points:

- Building approximately 8,000 new homes above the requirement to meet the 'housing need' for South Oxfordshire does not minimise carbon emissions
 - In practise for Oxford this means building in the Green Belt which is damaging to the environment and habitats, causes urban sprawl and does not minimise carbon emissions
 - Sustainable travel to reduce carbon emissions would be along railway lines e.g. commuting into Oxford from Didcot, Bicester etc
 - Building on the edge of Oxford e.g. at Land north of Bayswater Brook (LnBB) would increase traffic on local roads above capacity causing gridlock and additional pollution. There is no public transport or cycleways in the surrounding parishes of Woodeaton, Elsfield, Beckley and Stowood, Stanton St John, Forest Hill with Shotover and the Otmoor Townsand so no alternative to the car for commuting into Oxford and getting around
 - There is no guarantee that the people who live in the houses at LnBB or any of the other Green belt sites around Oxford will actually work in Oxford and have a reduced need to travel.
- This housing requirement is 5,000-8,000 dwellings higher than need for South Oxfordshire •

The calculations used were out of date –using the 2014 SHMA (Strategic Housing Market Assessment) based on the 2011 census for a Plan that goes to 2035 i.e. 24 years difference, when the more recent SHMA2018 and ONS forecasts show much slower population growth for Oxfordshire and therefore a lower housing need. • The same Inspector increased the number of homes to be built within Oxford in their Local Plan, by 2,264 so the number exported to SODC should be 2,686 and not 4,950.

The Ecological Assessment 6 is flawed and should not be used. There is a serious conflict of interest as AECOM who wrote it are also working for the developers of part of the LnBB. It cites a visitor survey to the SSSI, which does not appear to exist, it recommends any road should be 200m from the SSSI to avoid damage with no evidence base. Another high-quality Ecological Assessment is required, supervised and to

the satisfaction of Natural England.

•Natural England and BBOWT are opposed to the development as it could damage the SSSI [Their Reg 19 responses and Hearing Statement]. Any mitigation policies must be agreed with both organisations.

4•It is questionable if the development LnBB is financially viable and it was the Inspector's idea to have a 'low car policy', probably to reduce costs for the developer to help make it viable.¹[see reference below on financial viability]•It is quite unreasonable to propose a 'low car policy' instead of transport infrastructure to alleviate traffic 'over capacity' on local roads, the ring road and the Headington roundabouts. If you commute into Oxford or have been caught up in queues please relate your personal experience. We have little alternative to car use with no regular public transport and no cycleway. •It is quite unreasonable to expect that anyone living in LnBB will only want to travel into Oxford when they are on the edge of the countryside –will they never want to visit garden centres, farm shops, large supermarkets for a weekly shop, the countryside etc. •The 'low car policy' has no evidence that it has worked anywhere on the edge of a town or city. There are a few schemes in the centre of cities or towns where parking is reduced and there is something like a car sharing scheme, but not on the edge of a city in the countryside. •There is no guarantee that any/all residents of LnBB will work in Oxford or want to commute there