

**From:** Caroline Henney <[REDACTED]>  
**Sent:** 01 November 2020 23:19  
**To:** Planning Policy South  
**Subject:** South Oxfordshire Local Plan 2034 - Main Modifications Consultations

Below are my comments and concerns reference the above. Thank you Caroline Henney, [REDACTED]  
[REDACTED]

#### MM2 and MM4

We already suffer from road congestion and resulting air particulate pollution if we live in the area Land North of Bayswater Brook especially in Sandhills and Barton. The road infrastructure in the area under review often being at capacity or at a standstill due to commuter/ factory BMW plant travel; access to the JR Hospital and school daily journeys. The traffic flow has constant hold ups and lots of stopping and starting on our surrounding roads. There are also longer hold ups/tail backs at Green Road roundabout in all direction exacerbated if anything happens on the arterial M40, A34, and A40 and when there are planned works or incidents on roads around Oxford. Development here will worsen this congestion and pollution - it will increase emissions. It is not a place where pollution and carbon emissions will be reduced if houses are built. It is highly likely that if new houses are built their owners may choose to work outside of Oxfordshire or commute to London which would totally overturn the objective of supporting building here to reduce the need to travel, minimise pollution and carbon emissions. The reality is that cars are and will continue to be used to travel to supermarkets/retail parks, doctors/ hospitals and workplaces.

The use of Public transport has not been encouraged during COVID lockdown. We may continue to live with the threat of epidemics that change the way we used to behave. Public transport could become a danger to us then close proximity to transport hubs might no longer be an aim. It should not be a reason to build here.

It is important to develop strategies to encourage walking and cycling but the true practicalities of this from this Bayswater Farm Field site are that it is too far for most people to walk for their daily needs of work, shopping etc being about 1.75 miles each way from the centre of Headington and 4.5 miles each way from Oxford. There is a difficult uphill journey at Headington Hill too which would positively discourage all but the most athletic and hardy of people from making a cycling and walking journey there and back. People will not replace their car journeys as many simply cannot do this because of age, ability and time constraints. Cycling introduces the need to store a bike at a workplace, the need to be clean, sweat free and smart at work as does walking such long distances. What about the weather - too wet; too hot; too difficult in the ice; there are a multitude of other reasons why people use cars as other methods are too dangerous in the dark; impossible with three young children under the age of 8; I couldn't carry my shopping that distance – and so on. There is also still the issue of delivery vehicles, services and potentially the vehicular traffic from the planned 150 new homes - possibly 300 more cars. These 150 densely packed homes cost too much in their impact on the environment and the well being of existing residents of Sandhills and Barton and unlikely to meet the stated reasons for their existence in the first place.

#### MM9 Policy Strat 6 - Green Belt Land

If building is allowed on Bayswater Farm Field the result is a significant and permanent loss of amenity. It is impossible for the people of Sandhills and Barton to be compensated for the loss of their close access to unspoilt countryside teeming with diverse habitats for both common (yet still much loved!) and rarer animal, bird and insect species and a rich mix of native trees and plants. The act of building on that land destroys this forever. It must be remembered that this is our ONLY remaining countryside as all other green spaces around Sandhills have been built on - our allotments were concreted over and turned into Thornhill Park and Ride which has already altered things for our residents and the natural world forever in a most destructive and thoughtless manner. Pollution here at Sandhills has already increased - particulate, air, noise, floodwater and light pollution - birds tweet all night long here because they have no idea what time of day it is because of lighting! The air is most likely already toxic and dangerous due to the roads that are here

already. All available areas on all sides have been built on over time. There are plans afoot for more building and housing at Nielsen's site too. You must leave us our field, our view, our place to walk, our fresh air and restorative countryside in the Green Belt (where it must stay). It enhances our physical and mental well being. It is the only Leisure facility that Sandhills residents have. Wildlife need this habitat left unspoilt too. Bayswater Farm Field and the Brook and the wood are habitats recognised as having value and significance and as such were considered protected by virtue of them falling within Green Belt Land. How is such a small area of development in this field allowed to alter the Green Belt boundary and why? Is it even legal under planning to destroy this? Is it not a heritage asset? It does not exist on its own but is part of a network that has developed naturally over hundreds of years. It is not good enough to suggest its destruction can be "mitigated" by planting trees and creating habitats elsewhere. It cannot be protected if housing encroaches close to it either. The bridle way and ancient track need protecting too.

MM17 - Policy Strat 13 = Land North of Bayswater Brook

All comments made at points MM2 and MM4 are pertinent to this amendment too and should be considered. Sandhills roads are completely unsuitable to access a new housing estate. They were constructed in the 1930s are not safe for heavy traffic being narrow and in close proximity to a primary school. The suggested point of entry at the bottom of Burdell Avenue is right next to a residential home for disabled adults with complex medical needs who require peace and safety. This road would also cross a much used Bridal path (the main walking route between Barton and Sandhills for Nursery and Primary School children and their families) before joining with Hawkes Close and Bayswater Road - two roads also being unsuitable and unsafe to take this traffic. This link would create a definite rat run between Sandhills and Barton which in itself must be completely unacceptable under planning laws when in other parts of Oxford traffic calming measures are having to be installed to prevent roads being used as 'rat runs'. It is a safety issue at the road junction traffic lights at the entrance to Sandhills too Road connections between Barton and Sandhills will encourage lorries and heavy traffic from outside the area trying to avoid road congestion as they follow their sat nav into roads not capable of handling such traffic.

If huge new developments are needed for housing then the infrastructure should be created first. The plans are acknowledged as resulting in increased traffic and resulting safety and pollution issues. There must be investigations carried out with appropriate funding sought to create proper road infrastructure and mitigate the effects of pollution and danger. If there needs to be the creation of bridges, new flyovers, enhanced junctions and cycle ways etc to create a properly developed place for people to live then this needs to be transparent and carried out with relevant scrutiny. If communities are to be affected by development at Land North of Bayswater Brook there should be agreement and wider consultation between the planners, and the city and county council representing these communities.