

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 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)

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="Dominic Aurelian Holdsworth"/>	<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"/>
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Future contact preferences

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- 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

MM2 and MM4
Objective 8.2 Page 23 and Page 28

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.

MM2 "Minimise carbon emissions and other pollution....Support growth in locations that help reduce the need to travel"

MM4 "The spatial strategy supports growth in locations that help reduce the need to travel such as ... allocations adjacent to the City of Oxford"

I and the other members of my household disagree vehemently with the proposed Modification. It is unsound in every respect with regard to existing planning policy and planning objectives.

There is now way that 8000 houses above the requirement can do anything other than greatly (grotesquely) increase Oxfordshire's carbon footprint.

The construction of these homes in a car-only commuter belt around Oxford will self-evidently:

- Greatly increased Oxfordshire-based carbon emissions
- Greatly increase traffic – remembering that many new incomers will just as likely be London commuters as oxford commuters.
- Greatly increase congestion and traffic jams – which has an even greater impact on carbon emissions (from idling engines)
- Erode the greenbelt and add to urban sprawl (precisely what the greenbelt was designed to avoid)
- Erode local democracy as ordinary people stop believing they have any voice in the future of their area
- Increase cynicism that local political institutions have been 'captured' by private sector interests, specifically the housing and construction industry.
- Impoverish future generations who will simply not understand when their grandparents tell them of the beauty of the English countryside.

Our warning to you, the authorities responsible for these decisions: Make the right decision.

The current Modification flies so blatantly in the face of (a) common sense, (b) what local people want and (c) any kind of green, low carbon agenda, that people are starting to wonder if our local political institutions are now more interested in serving private sector interests than the interests of ordinary people.

It should be your sacred duty to serve the people of Oxfordshire. If you fail to do that, it will be remembered for generations and not to your credit.

There is only one way to remove the impression of corruption in our local democracy: accept that the proposed developments are unsound with respect to local ecology, unsound with respect to our low carbon aspirations and unsound with respect to a sustainable transport policy.

DO THE RIGHT THING!

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:

The construction of 8000 homes above the requirement in a car-only commuter belt around Oxford will self-evidently:

- Greatly increased Oxfordshire-based carbon emissions
- Greatly increase traffic – remembering that many new incomers will just as likely be London commuters as Oxford commuters.
- Greatly increase congestion and traffic jams – which has an even greater impact on carbon emissions (from idling engines)
- Erode the greenbelt and add to urban sprawl (precisely what the greenbelt was designed to avoid)
- Erode local democracy as ordinary people stop believing they have any voice in the future of their area
- Increase cynicism that local political institutions have been ‘captured’ by private sector interests, specifically the housing and construction industry.
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Modification Number or Document, section, paragraph or page number

MM17 Policy STRAT13: Land north of Bayswater Brook
Paragraph 2 (vi) Page 71

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.

It is quite clear that this development proposal is not economically viable and therefore not sound.

Allow me to explain:

There is no way that local roads can support the additional traffic that such a development would create. In normal (non-Covid) times, these roads are already at capacity.

Clearly the 'low car policy' was inserted into the plans to improve the financial viability of this development – so that the developer wouldn't have to undertake any costly road extensions / improvements.

Let's be honest with each other:

The low car policy has no chance of working. Even with improvements to the public-transport-connectivity with Oxford city centre, people living in this development will want to travel to other locations around the county as well – perhaps even more than Oxford city centre. For that they will use a car – as is always the case with suburban (out of town) housing developments.

Further: there is no peer-reviewed evidence that such a 'low car policy' ever works in the context of a suburban (out of town) development.

That being the case, the low car policy is fundamentally unsound.

The only honest conclusions one can therefore come to are therefore these:

- (1) This LnBB development is not economically viable on its own terms and should be cancelled.
- (2) If you truly want a low car policy for travel to and from Oxford City centre, the only realistic way to achieve this is to come up with imaginative, high density housing options within the Oxford ringroad.

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.

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Paragraph 3 (ix) [new] Page 72

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"Add new criterion: ix) that delivers higher density development (a minimum of 45 dph) along key frontages, transport corridors and towards the south and east boundaries of the main site and the south of the smaller site Densities on both sites will gradually reduce towards the northern landscape buffer and on the main site, densities will be lower close to Sidlings Copse and College Pond SSSI and also reduce towards the western edge of the site to reflect the sensitivities of the view cone."

The Modification appears to focus solely on the Oxford view cone.

It should be adjusted to take account of other important local views.

I'm thinking of the views from Elsfield village, Stowood, SSJ, Wick Farm, near Bayswater Farm and the Bayswater Road.

The villages of Elsfield, Beckley and Forest Hill have views across to Didcot and across the site. Detailed modifications should be included to ensure the heights of the buildings are kept well below the visual line from these viewpoints.

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