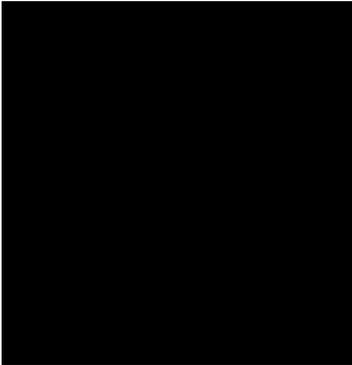


# Emerging South Oxfordshire Local Plan Proposed Main Modifications Consultation

## Part A - contact details

Q1. Are you responding as an:
Individual

## Individual contact details

Q2. Due to statutory planning regulations, a name and means of contact is required for your representation to be considered:	
<b>Title</b>	Mr
<b>Full name</b>	Ian Maclean
<b>Business / Organisation name (if relevant)</b>	-
<b>Job title (if relevant)</b>	-
<b>Address line 1</b>	
<b>Address line 2</b>	
<b>Address line 3</b>	
<b>Postal town</b>	
<b>Postcode</b>	
<b>Telephone number</b>	
<b>Email address</b>	

## Part B - your comments

Q5. 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 as amended by Erratum Schedule of Policies Map Changes Sustainability Appraisal Addendum Habitats Regulations Assessment Addendum If you wish to provide comments on more than one proposed main modification or document, you will be given the option once you have completed this section. Please select the document you wish to comment on using the drop-down menu below:
Schedule of Policies Map Changes

Q6. Which Main Modification number or consultation document are you commenting on? 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 click here to view 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

MapMod6

Q7. Please provide your comments in the box 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. You will also be able to upload any supporting documents using the button below.

#### GOOD REASONS for OPPOSITION to OPTION 2

1. A HASTY decision on cost alone will cause DECADES of CONDEMNATION and ILL-WILL. Option 1, well implemented, will win DECADES of PRAISE and GRATITUDE.
2. Families from the hundreds of new homes should NOT HAVE TO CROSS A MAJOR BYPASS!! Risking the lives of schoolchildren and elderly is not what we are here for.
3. The SUFFERING of people from traffic in Watlington centre would merely be TRANSFERRED to different people, not removed. Option 1 REMOVES the suffering. This is a great chance to win praise for the wiser LONG-TERM solution.

Watlington does need a bypass. I lived in [REDACTED] for many years, often travelling through Watlington to get to the M40. [REDACTED] I see the need even more. But causing distress by shifting pain from one part of the community to another is unacceptable. Option 1 removes the pain altogether – and is agreed.

#### Chance for SODC to win PRAISE for LONG TERM solution

We agree the need for new homes in the area, and of course cost-saving where appropriate is admirable. But new homes on this scale DESERVE A THOUGHTFUL PLAN, otherwise what are we here for? Surely we are not here to condemn generations of families to daily danger from a cheap solution?

**FORCING SCHOOLCHILDREN, ELDERLY, DISABLED, WALKERS AND CYCLISTS TO CROSS A VERY BUSY BYPASS, WHENEVER THEY LEAVE OR ENTER THEIR ESTATE, IS SHEER IRRESPONSIBILITY.**

This generation of councillors and planners would be condemned for such a decision and cursed daily by drivers negotiating narrow roads, dodging disabled people, or suffering frustrating pedestrian traffic lights. And nobody wants speed bumps on a bypass.

On the other hand, a team which created a bypass fit for the future, with suitable noise and safety considerations, would win EVERLASTING PRAISE and APPRECIATION from residents and motorists alike. (And maybe awards!)

#### DETAIL behind these assertions

[REDACTED] from Wallingford to Watlington [REDACTED]. There were about ten cars, lorries and vans in front of [REDACTED] - and another ten behind [REDACTED] by the time [REDACTED] reached Watlington. [REDACTED] counted them. Those twenty vehicles all turned into Couching Street and the Town Hall junction.

Future – do we really want those twenty vehicles to head through the CENTRE of a FLAGSHIP NEW ESTATE? Should a BYPASS be based on a small roundabout and narrow residential roads? Surely, better to design a purpose-built bypass to cope with the HUGE INCREASE IN TRAFFIC that will result from three sources:

1. Vastly increased numbers using the main roads from Reading, Henley and Wallingford to access the

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M40, when it is made attractively more accessible. SATNAVs will direct far more vehicles through a bypassed Watlington.

2. Vastly more commuters using the bypass to access the M40 from the THOUSANDS of new homes envisaged in Watlington, Benson and Chalgrove Airfield.

3. Vastly increased delivery vehicles resulting from new commercial sites that will spring up around all the new homes and be well located for the M40.

#### MORALITY

What is life for? Leaving something good behind – or something hasty and dangerous? Financial costs are important but human costs and a lasting legacy are far more important.

People like me [REDACTED] because of the peace and tranquillity on the edge of a delightful historic village. People who chose [REDACTED] Street knew what they were letting themselves in for. Yes, life on [REDACTED] should be better for us all, but is it right to improve it by downgrading lives in another place instead?

Option 2 degrades the lives of people who chose to live on a peaceful estate. They paid the property prices to do so. When plans came up, they agreed Option 1 as a fair solution. Switching to Option 2 would force onto innocent people a degraded lifestyle and devalued homes, causing mental distress and financial problems. This would be thoroughly IMMORAL when another agreed option exists that does not do so.

Placing the bypass around the outside edge of the developments will have minimum impact on the established families of Willow, Sycamore and Ash Close, and future residents of the new homes will be making a known choice, buying at prices that will remain stable. MORAL – and FAIR? WIN-WIN? Yes! So...

#### OPTION 1 is GOOD

Nothing is perfect but Option 1 is an AGREED plan, approved by residents, and ACHIEVES A LOT by

- routing a much-needed bypass around the OUTSIDE of the new communities,
- leaving SAFE routes into the town for children, elderly/disabled and cyclists, and
- causing minimum drop in quality of life for existing families.

Option 2, however, would achieve only FRUSTRATION for motorists, DANGER to the community and HARM to existing residents – not least by removing already insufficient parking, and making a busy town bypass roundabout with a tiny pavement the ONLY ROUTE IN AND OUT OF THE WHOLE ESTATE. What do you think?

#### MY CONCLUSION

Option 2 may be cheaper but funds can always be found, or the plan should be delayed until they are. This is a great chance for SODC planners and councillors to show how

- wise
  - far-seeing and fair
  - intelligent and imaginative
- they are.

Thank you for being so.

Ian Maclean  
[REDACTED]

Q8. If your comments are more than 500 words long, 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.

**GOOD REASONS for OPPOSITION to OPTION 2**

1. A HASTY decision on cost alone will cause DECADES of CONDEMNATION and ILL-WILL. Option 1 will win DECADES of PRAISE and GRATITUDE.
2. Families from the hundreds of new homes should NOT HAVE TO CROSS A MAJOR BYPASS!! Risking the lives of schoolchildren and elderly is not what we are here for. A tiny pavement at a roundabout on the town bypass becomes the ONLY route in or out of the WHOLE ESTATE. And traffic will increase hugely from three sources.
3. The SUFFERING of people from traffic in Watlington centre would merely be TRANSFERRED to different people, not removed. Option 1 REMOVES the suffering. So this is a great chance to win praise for a far wiser LONG-TERM solution leaving a happy estate not an endangered one.

Q9. Please upload any supporting documents below:

- File: WORD version of MapMod6 OPPOSITION to OPTION 2.docx

## Attachment 1

### WORD VERSION OF COMMENT ON MapMod6, South Oxon Development Plan

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Watlington does need a bypass. [REDACTED] for many years, often travelling through Watlington to get to the M40. I [REDACTED] as a resident I see the need even more. But causing distress by shifting pain from one part of the community to another is unacceptable. Option 1 removes the pain altogether – and is agreed.

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Ian Maclean



### **Comment again, or finish?**

Would you like to comment on another main modification or supporting document?

No, I'm ready to submit my comments now and finish the survey