

# 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](mailto: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

A name and contact details are required for your comments to be considered.

#### 1. Personal Details

#### 2. Agent Details (if applicable)

Title

Ms

Full Name

Organisation (if relevant)

Job Title

( if relevant)

Address Line 1

Address Line 2

Address Line 3

Postal Town

Postcode

Telephone Number

Email Address

### Sharing your personal details

Your name, contact details and comments will be shared with the Planning Inspector and a Programme Officer, who acts as a point of contact between the Council, Inspector and respondents.

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Comments submitted by individuals will be published on our website, alongside their name. No other contact details will be published. Comments submitted by businesses and/or organisations will be published, including contact details.

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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.**

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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, MM4

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.

I am deeply disturbed by the environmental impact of the proposed development.

I am very concerned that the Green Belt has been opened to building to begin with, But my main specific concerns are:

Building 8,000 new homes above the requirement level of 'housing needs' for South Oxfordshire will increase carbon emissions.

Building on the Green Belt specifically, especially up to and into areas of scientific interest and areas of outstanding natural beauty is damaging to the environment, particularly for habitats, and in all it encourage suburban sprawl into areas that should not be built on.

Sustainable travel should be on major travel routes; e.g. improving local train and bus services, instead of cutting services. Areas even a short way beyond Oxford ,e.g. Woodeaton, Elsfield, Beckley, Stowwod, Stanton St John, Forest Hill, Shooter and Otmoor towns have terrible public transport link; residents there will continue to use cars as the only form of reliable transport. There is no guarantee that new residents on the LNBB will be working in central Oxford and using local transport, only adding to the traffic problems.

Increasing traffic on local roads increases emissions, noise and danger to local residents.

Building with a 'buffer zone' between the development and areas of natural beauty and scientific interest will only leave the door open to further building later into the 'buffer zone'; it is already clear the Green Belt zones are not being respected, why would a buffer zone be respected?

A buffer zone is no replacement for the original, naturally grown surrounding environment in terms of disturbing and harming wildlife. Increased numbers of people means increased foot-fall and disturbance of habitats as well as environment.

There is already localised flooding during heavy weather seasons. Building on LNBB would only increase this effect and leave current residents' homes at severe risk of damage. This is unacceptable.

The current residents' quality of life is bound up heavily in the current close countryside. With busy roads close by, factoring in noise, fumes and stress induced from hectic commutes, residents must have green, open access to the countryside.

(Continue on page 5 if necessary)



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: |
|------------------------------------|
| Environmental impact.              |

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A name and contact details are required for your comments to be considered.

|                            | 1. Personal Details | 2. Agent Details (if applicable) |
|----------------------------|---------------------|----------------------------------|
| Title                      | Ms                  |                                  |
| Full Name                  | Kate Onyett         |                                  |
| Organisation (if relevant) |                     |                                  |
| Job Title<br>(if relevant) |                     |                                  |
| Address Line 1             |                     |                                  |
| Address Line 2             |                     |                                  |

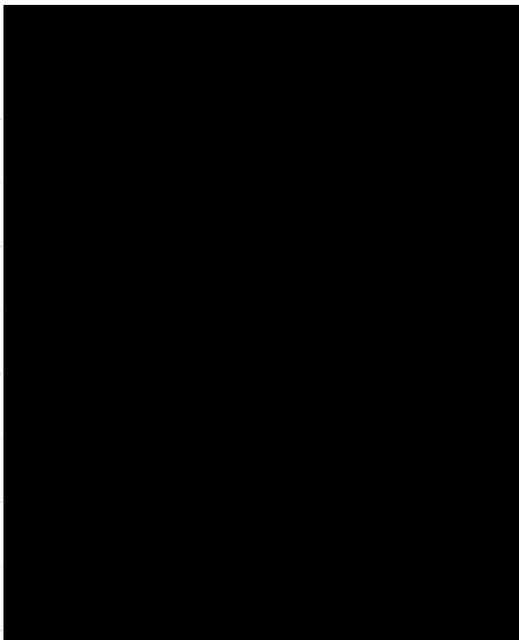
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MM5

Please provide your comments below:

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I am concerned that the proposed density / amount of housing is too high for the site to support: this housing requirement is 5,000-8,000 houses higher than need for South Oxfordshire. This is because 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 SHMA 2018 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

Increasing housing out of proportion to need or site suitability will also increase carbon emissions and increased numbers of residents will impact significantly on the local environment.

Regardless of what services are named on the proposal, such provisions have been seen to go missing from other local development plans during the building stage, and current services are stretched as it is for current residents.

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Please provide your summary below:

Too many houses proposed.

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Type to enter text

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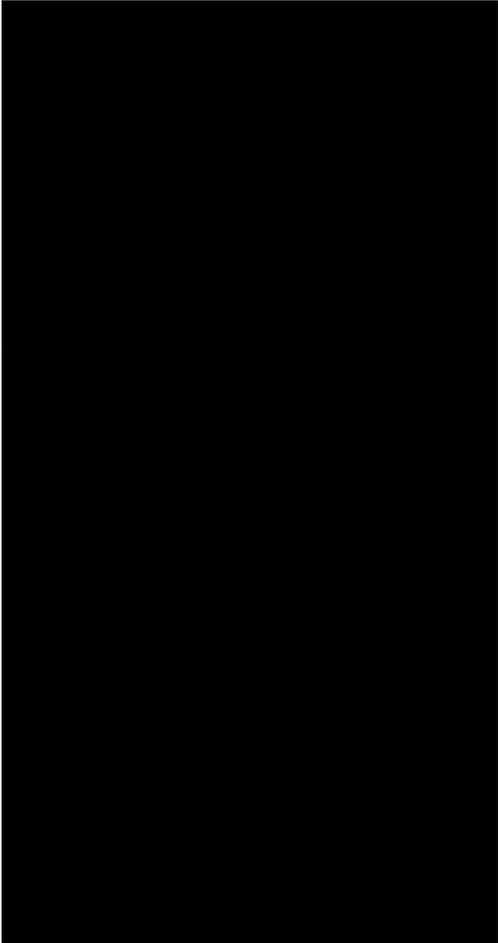
Ms

Full Name

Kate Onyett

Organisation (if relevant)

For information on **sharing your details**: please see page 2

|                  |  |                      |
|------------------|--|----------------------|
| Job Title        | <input type="text"/>   | <input type="text"/> |
| ( if relevant)   |  |                      |
| Address Line 1   |  | <input type="text"/> |
| Address Line 2   |  | <input type="text"/> |
| Address Line 3   |  | <input type="text"/> |
| Postal Town      |  | <input type="text"/> |
| Postcode         |  | <input type="text"/> |
| Telephone Number |  | <input type="text"/> |
| Email Address    |  | <input type="text"/> |

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MM17

Please provide your comments below:

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One of my biggest concerns is that the local roads are already stretched for traffic, and go over capacity at peak hours. Long waits can be anything up to 3/4 hour just to get to the roundabout. "Significant residual impacts" is misleading, as it does not take into account the problems already present. The phrase should be changed to "any negative impact" and the situation re-assessed accordingly.

There is no guarantee that people proposed to live LnBB will be working in Oxford and will use local transport. Oxford is a popular dormer town for London, and people will use their cars to attempt to get to the M40. There is no evidence that a 'low care policy' has worked anywhere on the edge of a city.

With no natural access point, the LnBB is non-viable as far as traffic is concerned.

Increased traffic and cars and other vehicles using the LnBB road and Barton as rat runs will increase car numbers, pollution, noise and danger to local residents.

I want to quote from the response by the local residents association:

"In their Statement of Common Ground between SODC and Christ Church the site owners it was agreed that the 'Link Road – the Headington roundabout and ring road bypass could also serve as a road for the housing estate of LnBB2. The DfT traffic flow data 2019<sup>3</sup> for this part of the ring road shows a daily average of over 34,000 vehicles of which over 1,700 are HGVs. It would be highly dangerous for all residents to have up to 1,700 HGVs trundling through a housing estate."

The roads behind Barton and into the countryside are narrow and simply cannot take HGV traffic or increased traffic load.

I would also like to note:

"The Ecological Assessment 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. "

Increased traffic is untenable, and there is no guarantee that residents will use local transport. In fact, living on the edge of a city is far more likely to attract people who want to leave the city and go to work elsewhere.



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| Inadequate traffic plans           |

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