

From: Amanda Sheppard [REDACTED]
Sent: 02 November 2020 19:00
To: Planning Policy South
Subject: SODC Local Plan Main Modifications

Local Modifications consultation, please find my response:

Proposed modification MM9, 2, p43

.Proposed Modification MM9 seeks to ensure there are 'compensatory improvements' to the remaining Green Belt land. As the Inspector has now confirmed there are the necessary exceptional circumstances to alter Green Belt boundaries in order to remove land (paragraph 136 of the NPPF), it therefore follows that exceptional circumstances that warrant the alteration of those boundaries should include more land to compensate for what is to be lost. Paragraph 136 says this can be established through non-strategic policies.

The requirement in paragraph 138 of the NPPF for Local Plans to seek compensatory improvements to remaining Green Belt is separate from the ability to alter boundaries to increase the extent of Green Belt; compensatory improvements can happen in any event, and so it can remain an objective of the Local Plan. A large area of land is to be taken out of the Green Belt as a result of the strategic allocations in the Local Plan and so it is appropriate to see the Green Belt boundaries altered to include more land which should reflect the amount and location of that which has been removed.

Modification therefore proposed in bold

*2. The Green Belt boundary has been altered to accommodate strategic allocations at STRAT8, STRAT9,STRAT10, STRAT11, STRAT12, STRAT13 and STRAT14, where the development should deliver compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land, with measures supported by evidence of landscape, biodiversity or recreational needs and opportunities. **The extent of Green Belt is increased as compensation for the loss of Green Belt land on the edge of Oxford.** The boundaries of the reviewed Green Belt are identified on the proposed changes to the Green Belt boundary maps (see Appendix 4).*

Proposed modification MM10 para 2x p 47

The construction process for the development will lead to large amounts of heavy construction vehicles throughout the whole construction period: potentially for the next 15 years. However, the Proposed Modification does not include any reference to the adverse impact on minor roads and villages during the course of construction would be highly detrimental to local residents if not properly managed, this should be addressed in the text of Strat 7, proposed wording in bold

*b. improvements to highway infrastructure through direct mitigation or significant contributions to new or improved roads, such as a bypass or edge road, including sustainable transport improvements, and where appropriate in association with relevant Neighbourhood Development Plans and any wider County Council highway infrastructure strategy, around, but not limited to Benson, Stadhampton Chiselhampton and Watlington, including highway intervention measures to mitigate additional impacts, both transport and environmental (including air quality), **for the completed development and during construction** in Cuxham, Chiselhampton, Little Milton, Shirburn and other settlements and minor roads where justified. In particular, land will need to be identified and secured for delivery for the proposed route of the Chiselhampton, Stadhampton and Cuxham bypasses, as supported by more detailed evidence as it comes forward with due regard to the heritage and landscape setting of the existing settlements , as examined through the planning application process;*

Kind Regards Amanda Sheppard