

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

Professor and Dr

Full Name

John Stradling, Helen McBeath

Organisation (if relevant)

Oxford University and NHS

Job Title

(if relevant)

Professor of Medicine and GP

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.

This means that you may be contacted by the Programme Officer or the Council with updates and in relation to any necessary consultations on the Local Plan. This is in accordance with Regulation 19 and 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012, Regulation 13 of The Environmental Assessment of Plans and Programmes Regulations 2004 and Regulation 102 of The Conservation of Habitats and Species Regulations 2017.

We have received assurance that the data passed to the Planning Inspector and Programme Officer will be kept securely and not used for any other purpose. The Inspector and Programme Officer will retain the data up to six months after the plan has been adopted.

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.

Please refer to our Privacy Notice regarding how your personal data is used for this consultation, available on our website southoxon.gov.uk/newlocalplan. If you would like to know more about the councils data protection registration or to find out about your personal data, please visit: southoxon.gov.uk/dataprotection

Future contact preferences

As explained above, in line with statutory regulations, you will be contacted by the Programme Officer (and where necessary the Council) with relevant updates on the Local Plan. South Oxfordshire and Vale of White Horse District Councils have a shared planning policy consultation database. If you would like to be added to our database to receive updates on other planning policy consultations, please tick the relevant district box(es):

- 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

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.

- Building many more new houses in the green belt than Oxford requires is certainly not reducing carbon emissions. It also damages the environment through urban expansion adjacent to a site of scientific interest. This is therefore an unsound part of the plan for at least two reasons.
- If one is serious about reducing carbon emissions then clearly house need to be built along existing railway lines. There is no local railway, no local buses serving surrounding areas, and no cycle tracks now or promised for the future. Therefore inevitably cars will be used in an area where there is already serious congestion for several hours every week day from these surrounding areas.
- It is obvious that there would be residents in any new housing estate driving to the Green road roundabout even when not working in Oxford.

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MM5

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- The calculations around Oxford's housing needs have been criticised and exposed as incorrect and out of date on many occasions. It is at least 5,000 in excess according to SHMA 2018 and ONS forecasts which show much lower growth rates. Thus SODC's allocation should be about two and a half thousand and not nearly five thousand. This point seems to be repeatedly ignored without explanation.

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MM9

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- There is no need to reduce the green belt around Oxford. If any of this long established planning aim to prevent urban sprawl is desecrated, then it must be kept to an absolute minimum and only be applied to the actual building area; the associated green spaces should remain green belt to prevent any further sprawling. According to government guidance (The National Planning Framework, paragraph 13.4, 2012) the essential characteristics of green belt is their openness and permanence as well as safeguarding the countryside from encroachment.

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MM17 Paragraph 2 (vi) Page 71

Please provide your comments below:

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- The local Roads around land north of Bayswater Brook are already over capacity at peak hours and cannot take more traffic. It is very unlikely and unproven that the so called 'low car policy' will not result in yet further congestion. Our own experience over decades of having to commute into Oxford for work is that the congestion has become intolerable. The relatively recent removal of local bus services to the villages that feed into the Green Road roundabout further worsened the situation. Improved alternatives for the surrounding area and the proposed new development are better solutions.

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MM17 Paragraph 3 Page 72

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- The SODC must liaise and consult with local communities beyond just Barton as they will be severely affected by these developments as well. The plans must be agreed by all the relevant authorities, and not consist of just a superficial consultation process.

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MM17 Paragraph 3 (iii) Page 72

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- A new link road through the housing estate does nothing to alleviate traffic trying to get into Oxford. Both the Headington roundabout and the Marston Road are already beyond capacity at peak times.
- It is extraordinary that anyone believes that this development will not cause major disruption to travel and generate a complex network of rat runs as people try and avoid long queues. Only by greatly increasing non-car alternatives will this scenario be mitigated to any extent.

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MM17 Paragraph 4.111 page 69

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- As others have repeatedly pointed out, the Ecological Assessment of Sidlings copse and college Pond SSSI, Wick copse adjacent ancient woodland 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 land north of Bayswater Brook.
- It cites an unverifiable visitor survey of the SSSI; it recommends any road should be 200m from the SSSI to avoid damage with no evidence base for this distance.
- Another unbiased expert ecological assessment is required according to Natural England's standards.
- Natural England and BBOWT are opposed to the development as it could damage the SSSI. Any mitigation policies must be agreed with both organisations.

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MM17 Paragraph 4.115 page 69

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- We have already commented on the reasons why a link road to the Bayswater road would be ridiculous. We know from our own experience that the waste of time sitting in queues for well over 30 minutes is a complete waste of otherwise productive time and pollutes the environment.
- We really do not understand how anyone can believe that this development will not increase traffic everywhere unless major attempts are made to provide effective non-car alternatives. Many of these, including underpasses etc., have been proposed and not accepted.
- Once again this is evidence that this sort of development should be along railway infrastructure. If any site development is to go ahead it should be on a much smaller scale.