

## 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

\* 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	Dr	
Full Name	William Blyth	
Organisation (if relevant)	Parish Council of Forest Hill with Shotover	
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.

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](https://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](https://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

MM17

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.

The Parish of Forest Hill with Shotover covers the following areas:

- a. Village of Forest Hill
- b. Land around Sandhills Primary School
- c. Land between Sandhills estate and Bayswater Brook
- d. Area of Bayswater Farm, Bayswater Mill and Bayswater Fields Estate
- e. Thornhill Park and Ride
- f. A40 from Thornhill P&R to just west of B4027 turning
- g. Land south of A40 up to and including Shotover House and lands

This demonstrates that the Parish Council has a close and legitimate interest in any proposals for housing provision in this plan area, particularly traffic dispersal and new roads relating to the Land north of Bayswater Brook (LnBB). We limit our comments here to that area, contained in MM17.

Our primary concern is the likely impact of the development on traffic levels for surrounding rural roads and villages. This impact is likely to be high because the surrounding roads are already overcapacity. In particular, the development will exacerbate congestion up to Headington roundabout through Barton which is already severe; I have personally experienced queues of between 20-30 minutes to get onto Headington roundabout at rush hour. Connecting the LnBB to Bayswater road, and indirectly to the link road connection at the Marston Interchange will inevitably divert some of the ringroad traffic through alternative routes during peak traffic times.

The DfT traffic flow data 2019 for this part of the ring road shows a daily average of over 34,000 vehicles<sup>1</sup> of which over 1,700 are HGVs. The only current alternative for vehicles arriving at Bayswater road to access the A40 Eastbound is through Stanton St John and Forest Hill. This creates a significant health, environmental and safety concern. There is already congestion through Forest Hill at peak flow times, and roads in the whole of the surrounding area are already over capacity and in particular cannot accommodate HGV traffic. Additional traffic creates a significant pollution and safety risk to children waiting on the narrow pavements for the school buses.

The our view, the original Local Plan did not have a sound plan for dealing with this problem. MM17 further weakens any commitment to addressing these issues. As such, the plan as now proposed is unsound.

Regarding the proposed modifications to the wording of the Local Plan, we provide the following specific comments and suggested alterations:

MM17	Main Modification	Comments
Para 2(vi)	Transport improvements are <b>likely</b> to include: b) road access from the surrounding road network	Road access to the new development from the surrounding road network will be <b>inevitable</b> , not <b>likely</b>
Para 2(vi) cont..	<del>e. provision of all necessary highways infrastructure as set out in the Infrastructure Delivery Plan,....</del>	Highlighted text should be reinstated:  • The plan should re-commit parties to <b>provision of all necessary highways infrastructure</b> . Deleting this wording implies an abdication of responsibility for the consequences of the development.

<sup>1</sup> <https://roadtraffic.dft.gov.uk/manualcountpoints/56381>

	<p>c. measures to mitigate <b>any significant residual impacts</b> on the highway network, first taking into account the benefits from the sustainable movement measures described above</p>	<ul style="list-style-type: none"> <li>Given that surrounding road network is already over capacity, the word 'significant' should be removed so that this reads: <b>any residual impacts</b></li> <li>It is essential that these mitigation measures take account of the traffic impact on surrounding rural roads and villages. In particular, traffic heading East on the A40 out of the new development will tend to cut through Stanton St. John and Forest Hill on the B4027 in order to avoid congestion at the Barton entry to Headington Roundabout. The Local Plan currently gives little or no consideration of these impacts.</li> </ul>
<p>Para 3</p>	<p>3. The proposed development at Land North of Bayswater Brook will deliver a scheme in accordance with an agreed comprehensive masterplan ..... The masterplan must be prepared in collaboration <del>and agreed</del> with the Local Planning Authority, <b><u>Oxford City Council and Oxfordshire County Council.</u></b></p>	<p>The 'and agreed' should be restored to safeguard from SODC pushing through an unimplementable Plan. Oxfordshire County Council is very unhappy about the transport infrastructure and while they don't have the power to veto the Plan it would be useful if they had to agree it.</p> <p>We are calling for a 'Community Liaison Committee' to ensure all the local communities are informed, consulted and involved, as they have at Barton Park and suggest this is included.</p>
<p>Para 4.115</p>	<p><b>Residual trips made by car arising from the development on the surrounding highway network, including on the A40 and Headington Roundabout, could include improvements to the Headington roundabout</b> and its approaches (including bus priority measures); grade separation of the Headington Roundabout; or a new link road between the A40/ B4150/ Marsh Lane junction and the A40 between the Thornhill Park and Ride junction and the Church Hill junction for Forest Hill.</p>	<ul style="list-style-type: none"> <li><b>Yellow highlighted sentence</b> doesn't make grammatical sense – 'trips made by car ... could include improvements to Headington roundabout...'</li> </ul> <p>Suggest this whole paragraph is moved back to Para 2(vi) to address this issue directly at the relevant point of discussion, i.e. 2(vi) c "measures to mitigate any significant residual impacts on the highway network". It doesn't make sense to address it separately as part of Para 4.</p> <p>The paragraph needs to clearly set out the expected impact on the highways system (including neighbouring rural roads and villages) and provide a commitment</p>

		to taking the necessary steps to addressing these.
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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:

Our primary concern is the impact of the development on traffic levels for surrounding rural roads and villages. This impact is likely to be high due to the knock-on consequences of congestion through Barton up to Headington roundabout, which is already severe at certain times of day. The only current alternative to vehicles accessing the A40 Eastbound is through Stanton St John and Forest Hill on roads which are already over capacity. Instead of strengthening the commitment to address these problems, the proposed Main Modification 17 seeks to further significantly weaken any commitment by to mitigate these impacts through appropriate infrastructure.

We believe this poses unacceptable environmental and health risks. We are particularly concerned about the safety risks, not least of which for children who congregate on the narrow pavements on these main roads waiting for the school buses. These proposed modifications are therefore unsound, and represent an unacceptable transfer of costs from the developers to local residents.

**Thank you for your comments.**

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