

Emerging South Oxfordshire Local Plan Proposed Main Modifications Consultation

Part A - contact details

Q1. Are you responding as an:
Business / Organisation

Business / organisation contact details

Q4. Due to statutory planning regulations, a name and means of contact is required for your comments to be considered:	
Business / Organisation name	Stanton St. John Parish Council
Contact name	Andrew T. Clark
Address line 1	The Stable House
Address line 2	Mill Street
Address line 3	Stanton St. John
Postal town	Oxford
Postcode	OX33 1HQ
Telephone number	01865351615
Email address	[REDACTED]

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:
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MM2

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.

Planting housing in STRAT 13 or other Green Belt locations will require individuals to travel, usually by car unless there is a good rural bus service which does not exist in the Parishes of Stanton St. John, Beckley, Elsfield and Forest Hill.

There is no alternative method put forward in the plan for commuting into Oxford from STRAT 13 area other than by car, no proposed cycle route, no crossing of the A40 (underpass) and so the development of STRAT 13 with Objective 8.2 is UNSOUND.

The building of between 5000 and 8000 new homes above the housing needs of South Oxfordshire District Council is not SOUND in this as it will not in essence reduce the Carbon emissions as targeted.

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.

No Response

Q9. Please upload any supporting documents below:

No Response

Comment again, or finish?

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Yes, I'd like to make another comment

Part B - your comments

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MM4. Objective 8.2

Q12. 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.

Sustainable travel is understood to be either Rail, Bus, or Bicycle. Development of STRAT 13 will increase traffic flow into the city of Oxford by car and will add to the morning tail-backs currently experienced on Marsh Lane and Bayswater Road. The Spatial Strategy here is UNSOUND as the Plan offers no way of mitigating this critical problem for people living in the villages of Stanton St. John, Beckley, and Elsfield. A more sustainable solution is building near the railway at Didcot, Fulham, Radley, Bicester, and in Oxford itself. Spatially additional urban sprawl in the Green Belt at STRAT 13 is both against the Prime Ministers, on the record statement that the Green Belt is safe under this government's policy and will not be built on, and it does not support the Plans' climate objectives, and can only be described as UNSOUND on these points.

Q13. 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.

No Response

Q14. Please upload any supporting documents below:

No Response

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MM5. Page 35.

Q17. 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.

The calculation used to establish the housing need in South Oxfordshire is UNSOUND as the calculations are made on the basis of the 2014 SHMA figures and the requirement should be based on the more recent SHMA 2018 and the Office for National Statistics growth projections, which show that less housing is needed in South Oxfordshire as the growth rate is lower. This negates the need for the invasion of the Green Belt to build so many houses as the Plan requires.

By the hand of the Inspector the number of houses being developed in the City of Oxford Local Plan has been reduced and hence the unmet need as defined for the city to be added to the SODC Local Plan should now be adjusted to a figure just under 2700 and not nearly 5000 as is being used.

Q18. 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.

No Response

Q19. Please upload any supporting documents below:

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MM9. STRAT 6 Paragraph 2. Green Belt.

Q22. 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.

If as the Plan suggests land is to be taken from the Green Belt for development, a position wholly opposed by the Stanton St. John Parish Council, then a clear new demarcation of the Green Belt boundary must be created with clearly defined topographical or geographical features in the landscape formed to identify that new defensible boundary. Only a minimum of land for the housing requirement (if imposed) should be taken out of the Green Belt and reparation of the environment, landscape, and open spaces identified in the Plan at the edges must remain within the remaining Green Belt provision.

Q23. 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.

No Response

Q24. Please upload any supporting documents below:

No Response

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MM17. STRAT 13. Page 71 Paragraph 2 (iv)

Q27. 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.

Why is this modification necessary. If the Plan had been sound and proper research and consideration of the effects of transportation taken into account this modification would not have been necessary. The Plan at STRAT 13 is simply. UNSOUND and needs to have this development area removed from the Plan proposal.

Missing from this section is an understanding of what is already happening on the ground in normal (non-Covid 19) times in respect of traffic congestion during the rush hour periods (7.30am - 9am) every weekday morning. Traffic queues from the Headington Roundabout back down the Bayswater Road, Waynefleete Road, and Stowford Road beyond the junction with Shepherd's Pit Road. Adding to this without transportation measures to alleviate the current and planned growth ,in the Plan, is again simply UNSOUND.

It is unreasonable to expect future residents of LNBB development not to want to travel to places other than Oxford City and so it is unrealistic and UNSOUND to propose a 'low car policy' in this non- city centre location. Low car policies work in city centres but not in rural locations where there is no public transport services or cycle routes.

The Bayswater Brook floods in times when there is heavy rain, which is an increasing scenario with climate change, and where the Bayswater Road crosses the brook the road floods as well. A cursory look at complaints from parishioners to the OCC Highways department will reveal the complaints and repetitive work done to try to alleviate (unsuccessfully) this problem and real danger, which is a major one if you are a pedestrian or cyclist.

b) Road access from the surrounding road networks onto the Bayswater Road beyond the current capacity will cause grid lock for School and Employment traffic.

Q27. 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.

c). No demonstrable benefits are outlined in the Plan from this UNSOUND STRAT 13 proposal for the Parish of Stanton St. John, Beckley, Forest Hill, and Elsfield. Over capacity roads will exacerbate the current situation and the plan will need measures of alleviation from additional traffic and the impact on the environment will be negative , without any provision in the plan.

Q28. 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.

No Response

Q29. Please upload any supporting documents below:

No Response

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MM17. Policy STRAT 13, Paragraph 3 (iii) Page 72.

Q32. 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.

The " Link Road " concept is confused. It cannot be a road serving the development at LNBB and act as a Barton By-Pass avoiding the Headington Roundabout.

If it stops at the Bayswater Road in a junction , traffic going east from the development or from the Marston Junction will not go to the Headington roundabout but will go north to the B4027 and then along through Stanton St. Joh and First Hill to the A40 at Wheatley and on to Wycombe and London. The B4027 is at capacity in the morning and the risk of HGV's (which will be in the tonnage restricted zone) and additional cars will make the road unyclable and over congested for the local village communities along it.

A further links to the A40 from the Bayswater Road will be an expensive infrastructure requirement to place on this development Plan proposal which would make the STRAT 13 proposal of questionable viability and further highlights the UNSOUND nature of the LNBB development proposal.

Serious road safety dangers will ensue by the use of village raods through Stanton St. John and Forest Hill with increased vehicles using this restricted route along Shepherds Pit Road and the B4027. Increased traffic would make life unbearable for the villages it serves and there are no mitigation measures to deal with this included in this Plan, which with the lack of tangible benefit to Stanton St. John is further evidence of the UNSOUNDNESS of this Plan.

Q33. 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.

No Response

Q34. Please upload any supporting documents below:

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MM 17 Policy STRAT 13 paragraph 4 page 73.

Q37. 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.

This area stretching into the Parish of Stanton St. John is identified in the Transco survey of 2000 as an intensive area of archeology. Adequate provision for protecting of sites in the STRAT 13 zone needs to be included in the Plan. It currently offers little or no specific or detailed provision beyond that covering Wick Farm.

Q38. 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.

No Response

Q39. Please upload any supporting documents below:

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MM 17 STRAT 13. LNBB Paragraph 4 (iii) page 69

Q42. 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.

The referenced 'Councils' Ecological Assessment'. has little or no credibility locally in the Parishes as the authors are working for both the Local Authority and the Developers in producing the Ecological studies.

A substantial and independent assessment report needs to be undertaken to offer any genuine view on the local ecology.

Any mitigation policy for Sydlings Copse and College Pond SSSI sites must have the agreement of Natural England and BBOWT organisations.

Q43. 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.

No Response

Q44. Please upload any supporting documents below:

No Response

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MM17. Policy STRAT 13 LNBB paragraph 4.115. page 69.

Q47. 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.

The proposal for a "Link Road " forming a by-pass of the Headington Roundabout must not feed onto or from the Bayswater Road.

There is little or no call for a "Link Road " to the A40 which will encourage traffic and some commuting away from Oxford toward London. It is an UNSOUND strategy to have in this Plan. It will simply be a rat run to the east and not serve the Parishes of Stanton St. John, Beckley or Forest Hill or, strategically, the development proposal STRAT 13.

Local traffic generated by the 1100 new dwellings proposed will be considerable and unresolved and unrealistic access arrangements will deem the proposal to be an unviable addition and a failure of the Plan to provide a credible solution. This displays the LACK OF SOUNDNESS of the STRAT 13 proposals.

Safe access for the villages to the city is essential in this Plan and access via cycleways from the B4027 to Headington roundabout is an essential addition to any plan providing mitigation to the impact of so many more vehicle movements.

Q48. 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.

No Response

Q49. Please upload any supporting documents below:

No Response

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